

## **SCHEDULE 1**

### **A55 INTERCHANGE TO ST DAVID'S PARK INTERCHANGE**

#### **Highways to be improved**

The trunk road

St Davids Park Interchange Circulatory Carriageway, central island and verges

#### **B5127 Old Mold Road**

Weighbridge Road

#### **Stamford Way/Holywell Road**

Yowley Road

Liverpool Road

#### **Particulars of New Highway**

#### **Highways to be Stopped Up**

Public Footpath No. 120 from a point 60 metres southeast of its junction with Mare Hey Lane including the existing footbridge over the trunk road, in a south easterly direction to a point at the turning bay on the northern edge of the Lakeside Business Village, a distance of 125 metres.

<b>New Highway Ref</b>	<b>Classification</b>	<b>Highway Authority</b>
1A (footpath)	-	Flintshire County Council
1/B	Classified	Flintshire County Council
1/B	Classified	Flintshire County Council
T	-	Welsh Assembly Government

Public Footpath No 122 from its junction with Weighbridge Road to its junction with Public Footpath No 121, a distance of 80 metres.

Public Footpath No 121 to the north of the trunk road from its junction with Mare Hey Lane to its junction with Public Footpath No. 122, a distance of 60 metres.

The trunk road northbound off slip road from its junction with St Davids Park Interchange for a distance of 70 metres in a southerly direction.

#### **Highway to be Closed Temporarily**

St David's Park interchange  
Circulatory Carriageway under  
the trunk road from its junction

with the southbound on slip road  
to its junction with the  
northbound off slip road for a  
distance of 65 metres.

St David's Park interchange  
Circulatory Carriageway under the  
trunk road from its junction with  
the northbound on slip road and  
the southbound off slip road for a  
distance of 71 metres.

## SCHEDULE 2

### ST DAVID'S INTERCHANGE TO WREXHAM – BIDSTON RAILWAY

#### Highways to be improved

The trunk road

#### Particulars of New Highway

Highways to be Stopped Up	New Highway Ref	Classification	Highway Authority
-	2/A	C	Flintshire County Council
Public Footpath No 25 from its junction with the highway boundary on the west side of the northbound carriageway of the trunk road in a westerly direction, for a distance of 40 metres.	2/B <span style="color: blue;">(footpath/ cycletrack) and</span>	-	Flintshire County Council
	2/C <span style="color: blue;">(footpath)</span>	-	Flintshire County Council
Public Footpath No 25 from its junction with the highway boundary of the south bound carriageway of the trunk road to a point on the Wrexham – Bidston railway 45 metres south of the Wrexham – Bidston Railway Bridge, a distance of 88 metres.	2/B <span style="color: blue;">(footpath / cycletrack) and</span>	-	Flintshire County Council
	2/C <span style="color: blue;">(footpath)</span>		Flintshire County Council
-	2/D	C	Flintshire County Council

#### Private Means of Access to be Stopped Up.

#### Reference Number of New Private Means of Access

Access Track into O.S. Parcel No 7792 from the north east corner of St Davids' Park Interchange for a distance of 80 metres.

2/1

Access Track following the boundaries between OS Parcel No 7792 and the OS Parcel south east of OS Parcel No 0088, from its junction

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with the boundary of the trunk road  
for a distance of 85 metres in a  
northwesterly direction and for a  
distance of 300 metres in a  
northeasterly direction, for a total  
distance of 166 metres.

### SCHEDULE 3

#### WREXHAM – BIDSTON RAILWAY TO PLOUGH LANE

##### Highways to be improved

The trunk road including Aston Hill

Old Aston Hill (B5441)

Hillfield Road

Mountfield Road

Lower Aston Hall Lane

##### Particulars of New Highway

Highways to be Stopped Up	New Highway Ref	Classification	Highway Authority
Hillfield Road from a point 15 metres west of its junction with Mountfield Road, in a westerly direction for a distance of 50 metres	3/A	Classified	Flintshire County Council
Mountfield Road from a point 5 metres northwest of its junction with Hillfield Road, in a northwesterly direction, for a distance of 18 metres.	-	-	
Lower Aston Hall Lane from a point 3 metres north west of the boundary between numbers 8 and 10 Lower Aston Hall to a point 3 metres south east of that boundary, for a distance of 8 metres.	3/A	Classified	Flintshire County Council
Un-numbered footpath and subway known as Aston Mead subway from its junction with Old Aston Hill and Aston Hill to its junction with Mountfield Road, a distance of 65 metres.	2/B (footpath/cycletrack) and 2/C (footpath) – see Schedule 2 and Site Plan 2.		Flintshire County Council

##### Private Means of Access to be Stopped Up.

**Reference Number  
of New Private  
Means of Access**

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**SCHEDULE 4**

**PLOUGH LANE JUNCTION**

**Highways to be improved**

The trunk road

Unclassified Service Road opposite the Plough Inn

Aston Road

Plough Lane (including overbridge)

**Particulars of New Highway**

**Highways to be Stopped Up**

**New Highway Ref**

**Classification**

**Highway Authority**

Part of Lower Aston Hall Lane from the western side of its junction with Plough Lane in a south westerly direction for a distance of 90 metres

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Part of Lower Aston Hall Lane from the eastern side of its junction with Plough Lane to its junction with the westbound carriageway of the trunk road, a distance of 150 metres.

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Service Road in front of the Plough Inn for a distance of 15 metres in a southerly direction from its junction with Plough Lane.

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**Private means of Access to be Stopped Up.**

**Reference  
Number of New  
Private Means of  
Access**

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4/1

**Highway to be Closed Temporarily**

Plough Lane from the roundabout junction with Courtland Drive to its junction with Lower Aston Hall Lane for a distance of 175 metres.

## SCHEDULE 5

### ASTON ROAD AND QUEENSFERRY INTERCHANGE WEST

#### Highways to be improved

The trunk road

Queensferry Interchange Circulatory Carriageway, central island, and verges

#### Particulars of New Highway

Highways to be Stopped Up	New Highway Ref	Classification Status	Highway Authority
Clay Hill Lane from a point 30 metres east of its junction with the southbound carriageway of the trunk road to a point on Clay Hill Lane 110 metres east of that junction, a distance of 80 metres	5/A (footpath)	-	Flintshire County Council
Footway from its junction with Dee View and Aston Road over the footbridge known as the Chevrons Road Footbridge, to the east side of the trunk road from a point 80 metres north of its junction with Clay Hill Lane, a distance of 100 metres.	5/B	Unclassified	Flintshire County Council
Footway from its junction with Dee View and Aston Road over the footbridge known as the Chevrons Road Footbridge, to the east side of the trunk road from a point 80 metres north of its junction with Clay Hill Lane, a distance of 100 metres.	5/A (footpath)	-	Flintshire County Council
Unnumbered footpath leading from Clayhill Lane to Daisy Bank Farm from the footbridge south of Daisy Bank Farm for a distance of 27 metres in a southerly direction.	5/B	Unclassified	Flintshire County Council
Unnumbered footpath leading from Clayhill Lane to Daisy Bank Farm from the footbridge south of Daisy Bank Farm for a distance of 27 metres in a southerly direction.	5/A (footpath)	-	Flintshire County Council
Unnamed cul-de-sac off Gladstone Way from its junction with Gladstone Way in a northerly direction for a distance of 160 metres.	5/B	Unclassified	Flintshire County Council
Footway leading from the southern end of the footbridge on the north side of Queensferry Interchange to the Cul-de-sac off Gladstone Way including the steps down to Gladstone Way, a distance of 185 metres.	5/C (footpath)	-	Flintshire County Council
Footway leading from the southern end of the footbridge on the north side of Queensferry Interchange to the Cul-de-sac off Gladstone Way including the steps down to Gladstone Way, a distance of 185 metres.	5/B	Unclassified	Flintshire County Council

### **Highway to be Closed Temporarily**

Queensferry Interchange Circulatory Carriageway under the trunk road, from its junction with the southbound on slip road and the northbound off slip road for a distance of 70 metres.

Queensferry Interchange Circulatory Carriageway under the trunk road, from its junction with the northbound on slip road and the southbound off slip road for a distance of 60 metres.



## SCHEDULE 6

### QUEENSFERRY INTERCHANGE

#### Highways to be improved

The trunk road

Area of footways/cycletrack and grass to the west of the trunk road bounded by Queen Street, Chester Road East and Belvedere Close.

Area of footway/cycle track and grass to the east of the trunk road adjacent to the amenity site and pumping station.

Unclassified Road leading to the pumping station, amenity site and Dry Bridge Farm

Chester Road East

#### Particulars of New Highway

Highways to be Stopped Up	New Highway Ref	Classification	Highway Authority
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Queensferry Subway and 10 metre section of associated footway to the north and the two 30 metre sections of associated footway to the south and east, 150 metres east of the Queensferry Interchange.

6/A  
(cycletrack / footpath)

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Flintshire County Council

Unnumbered sections of footway from their junction with Chester Road East for a distance of 25 metres in a south westerly direction and then a further 45 metres in a south westerly direction and also for 45 metres in a southerly and south westerly direction, for a total distance of 120 metres.

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Chester Road (East) (leading onto unclassified highway accessing the Council Maintenance Depot Road) from a point 125 metres north-west of its junction with Chester Road(South) to a point 140 metres north west of that junction, for a distance of 15 metres.

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Chester Road East from its junction with Chester Road South for a distance of 10 metres.

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Un-numbered footway from a point on the south side of Queen Street 90 metres from its junction with Chester Road East to a point adjacent to the westbound carriageway of the trunk road 70 metres from the junction with Dundas Street, a distance of 65 metres.

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**Private means of Access to be Stopped Up.**

**Reference  
Number of New  
Private Means of  
Access**

Access off Chester Road East into Dry Bridge Farm from a point on Chester Road East 160 metres west of its junction with Chester Road South, for a distance of 10 metres.

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6/2

6/3

## SCHEDULE 7

### QUEENSFERRY INTERCHANGE TO RIVER DEE

#### Highways to be improved

The trunk road

Unclassified and Un-named Access Road leading to Caravan Park

Unclassified and Un-named Access Road leading to Caravan Park, Depot, Scrap Yard and Industrial Units

Public Footpath No 7

Public Footpath No 2

Claremont Avenue

#### Particulars of New Highway

#### Highways to be Stopped Up

Public Footpath No 15 along the north side of Chester to Holyhead. Railway from its junction with the southbound carriageway of the trunk road for a distance of 65 metres.

Public Footpath No 14 from a point adjacent to the southbound carriageway of the trunk road 160 metres south of the River Dee to its junction with Public Footpath No 6 and Part of Public Footpath No 6 from its junction with Public Footpath No 14 to its junction with the unclassified access road leading to the sewage treatment works, for a total distance of 1100 metres

Unnamed and unclassified access road leading to the Scrap Yard, Caravan Park and Industrial Units east of the southbound carriageway of the trunk Road 140 metres south of the River Dee Bridge and east of the existing pumping station, for a distance of 25 metres.

Public Footpath No 7 from a point

#### New Highway Ref

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7/A

7/B  
(footpath)

8/A  
(See site plan 8)

7/B

#### Classified

-

Unclassified

UC

-

#### Highway Authority

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Flintshire County  
Council

Flintshire County  
Council

Flintshire County  
Council

Flintshire County

beneath the southbound  
carriageway of the trunk road 15  
metres south of the River Dee in a  
south westerly direction and then in  
a south easterly direction to a point  
50 metres east of the trunk road, a  
distance of 110 metres.

(footpath)

Council

## SCHEDULE 8

### Highways to be improved

The trunk road

Chemistry Lane

Factory Road

### Particulars of New Highway

Highways to be Stopped Up	New Highway Ref	Classified	Highway Authority
-	8/A	UC	Flintshire County Council

Private means of Access to be Stopped Up.

Reference Number of New Private Means of Access

8/1

**THE DOLGELLAU TO SOUTH OF BIRKENHEAD TRUNK ROAD (A494) (DROME CORNER TO EWLOE IMPROVEMENT) CONNECTING ROAD AND SLIP ROAD ORDER 200- .**

**THE DOLGELLAU TO SOUTH OF BIRKENHEAD TRUNK ROAD (A494) (DROME CORNER TO EWLOE IMPROVEMENT, SIDE ROADS) ORDER 200-**

## EXPLANATORY STATEMENT

### INTRODUCTION

The A494 Drome Corner to Ewloe Improvement is located in the vicinity of Queensferry, Flintshire. The improvement lies between the junction with the A55 at Ewloe and the River Dee and is one of the primary links between North Wales and the North West of England.

The existing road runs through a built-up urban area at its northern end, and through more suburban and rural land in the central and southern sections. The urban area consists of the sewage works, industrial estates, residential estates and large retail warehouses while the rural land is predominantly permanent pasture, semi mature planting and overgrown hedgerows. Some local roads currently join the Trunk Road by way of sub-standard junctions including junctions at Old Aston Hill (northbound), Plough Lane, (northbound and southbound), Clay Lane (southbound) and the existing access to the sewage works area beside the River Dee (southbound).

## **THE NEED FOR THE SCHEME**

The A494 at this location provides the main link between North Wales and Merseyside and also forms part of the shortest route between North Wales and the M56 and the North of England. The road also provides a common route for traffic to and from Mold, Wrexham and the M53. Local traffic is catered for from Ewloe, Buckley, Connah's Quay and the Deeside Industrial Estate and many other smaller towns and villages.

Traffic volumes have continued to grow and this section of the A494 is now carrying well in excess of the recommended maximum volume for a road of this type. Between the Deeside Park interchange and the St David's Park Interchange, the route corridor generally provides a facility for local traffic rather than through traffic normally associated with this type of road. Some 62,000 (Annual Average Daily Traffic, AADT) vehicles currently use the dual carriageway, with only 23% of the traffic entering Wales at Deeside having a destination beyond Northop on the A55.

This scenario changes to some degree during holiday periods when additional volumes of holiday traffic to and from North Wales pass through this section of road, causing further congestion and delay. The strategic requirements for the route corridor are enhanced as the corridor forms part of a high quality link between UK east coast ports and Wales and the Irish mainland via the port at Holyhead.

The route corridor will need to accommodate the continued growth in traffic volumes, together with additional traffic generated by the development of Deeside Park Industrial Estate, land at St. David's Park and other local developments. The current standard of the trunk road at this location is insufficient to accommodate these expected increases in traffic volume. The route currently suffers from significant congestion problems at morning and evening peaks, at bank holidays and during other holiday periods. This problem will continue to worsen over the coming years.

Additionally, the section of road under consideration has a poor accident record, particularly at junctions. There is also some evidence of peak spreading, i.e. some travellers are travelling earlier or later to avoid the congestion. Routine maintenance operations that require lane closures are now restricted to night time periods leading to increased maintenance costs. Even in off-peak periods a lane closure can cause delays and generate a tail back of traffic. Additional lane capacity is therefore required from the River Dee to Ewloe.

## **PUBLIC CONSULTATIONS**

The scheme was added to the Welsh Office Roads Programme in May 1991. Options for Public consultation were developed and exhibitions held during June and July 1992 with comments being invited on 2 alternative alignments and junction combinations. As a result of this exercise a preferred option was selected, described in later paragraphs herein.

The Preferred Option based on the above proposal was announced by the Secretary of State indicating that the existing road should be widened with junctions at St. David's Park and Queensferry.

In June 2005 a Contract to take the scheme through the Statutory Process and on to Construction was awarded to Alfred McAlpine/Faber Maunsell based on the Preferred Option Announcement.

Following further engineering, traffic and environmental assessment a review was undertaken of all alternative junction options to ensure selection of the best option that considered both strategic and local objectives.

This review culminated in a slightly revised scheme, which closely followed the preferred option.

A public information exhibition to give local residents the opportunity to view the proposals prior to the publication of draft orders was held on 20 July –22 July 2006. Before the exhibition a large number of residents had expressed concern about the use of Old Aston Hill as part of the Improvement and in response to this concern a solution was identified and displayed at the exhibition. This solution is being taken forward as part of the-scheme and has been included in the draft orders.

## **THE PROPOSED SCHEME**

The proposed scheme is an on-line improvement of approximately 4.25km of the A494 between the St David's Park Interchange at Ewloe and the River Dee. The improvement will take the form of widening the existing 2-lane dual all purpose carriageway to a 3 or 4-lane dual carriageway with hard shoulders. Direct access junctions are to be closed resulting in the need for junction alterations and alternative routes for local roads.

A number of new structures are required. The existing footbridge between St David's Park and Ewloe will be replaced by an extended structure to modern access standards. At St David's Park Interchange both bridges require widening to accommodate additional lanes. The existing Wrexham Bidston Railway Bridge will be refurbished and a new bridge alongside the existing will accommodate the additional carriageways. An extension to the Plough Lane Bridge structure is required. The existing Queensferry Viaduct will be demolished and two new bridges built to carry the new carriageways over the roundabout. The pedestrian routes through the junction are to be improved where necessary. At Queensferry Junction the existing subway is to be replaced with a widened and extended structure. A new bridge will be built beneath the Chester to Holyhead railway line to accommodate the southbound carriageway with the existing railway bridge being modified to carry the northbound carriageway + entry slip road and enable a separate cycleway to be constructed. At the River Dee a new bridge is required to

carry the southbound carriageway. The existing bridge will be refurbished to carry northbound traffic and a separate footway /cycleway.

New local roads will be constructed to accommodate traffic movements from the closed, junctions which currently exist including Old Aston Hill, Plough Lane, Clay Lane and the existing access to the sewage works area beside the River Dee.

## **THE DRAFT ORDERS**

The Assembly does not require planning permission to carry out the proposed scheme. It is empowered as Highway Authority to undertake improvement to the existing trunk road under section 62 of the Highways Act 1980. The power to construct the new connecting road and the slip road, to de-trunk part of the trunk road and widen the bridge over the River Dee (a navigable waterway) as part of the proposed scheme, would be obtained through the "The Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement) Connecting road and Slip Road Order 200-" now published in draft. The power to stop up, alter, improve highways, footpaths and private means of access and to construct new highways, public footpaths and private means of access would be obtained through the 'The Dolgellau to South of Birkenhead Trunk Road (A494) (Drome Corner to Ewloe Improvement) Side Roads Order 200-" (SRO) now published in draft. A draft Compulsory Purchase Order will be published shortly and this will enable the National Assembly for Wales to acquire the land and rights over the land, necessary for the proposal.