

Appendix A

List of Sections identified by Atkins for consideration

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
A5104	3	Coed Talon, from a point 300m West of School Lane to the A541	Coed Talon, from a point 300m West of School Lane to ??	30	40 or 50	When leaving Section 2 there is little or no development so does not feel 30 in nature	An extension of the 40mph limit from the previous section should be considered for a suitable length.
A5104	6b	Broughton, from W of Broughton Roundabout to Bretton Hall Lane	Broughton, from W of Broughton Roundabout to Bretton Hall Lane	40	?		This is a recently introduced 40mph limit. A change in speed limit should not be considered.
A5104	7	Bretton, from Bretton Hall Lane to W of Saltney Ferry Road	Bretton, from Bretton Hall Lane to W of Saltney Ferry Road	50	?	Some sections reflect the nature of an urban 40 limit	This is a recently introduced 50mph limit. A change in speed limit should not be considered.
A541	1	Afonwen, from the County Boundary to Hendre	Afonwen	60	50 or 40	The level of development increases with footways/ residential properties	No start point is given for the proposed new limit but a point West of the Pwll Gwyn should be a suitable start for a 40mph limit. No end point is given, however a point East of the B5122 junction should be suitable.
A541	1	Afonwen, from the County Boundary to Hendre	Melin y Wern	60	50 or 40	The level of development increases with footways/ residential properties	No start point is given for the proposed new limit but a point near the entrance to the Sand and Gravel Works should be suitable for a 40mph limit .No end point is given, however a point East of the B5121 junction should be suitable.
A541	3	Hendre, from Mill House to a point 250m East of Lloyds Terrace	Hendre, from Mill House to a point 250m East of Lloyds Terrace	30	40	Much of the section has the nature of the previous 40 section	Most of this section has a very different nature to the previous 40 section. No review of speed limit should be considered.
A541	5	Rhydymwyn, from the Bowling Club to a point 400m E of B5123	Rhydymwyn, from ?? to a point 400m East of B5123	40	60	Eastern half of section has the nature of a derestricted section	There is a very high collision rate on this section. However, a review of the existing speed limit should not be considered.
A541	7	Mold, from Synthite Works to the Wylfa Roundabout	Mold, from ?? to the A5119	30	40	The section approaching the A5119 has the nature of a 40 limit	No start point is given for the proposed new limit, however the proposed new section is likely to be less than 400m. No review of speed limit should be considered.
A541	9	Pontblyddyn, from Alyn Bank to a point 300m East of A5104	Pontblyddyn, from Alyn Bank to Pont Fferm	30	40	The majority of the section has the nature of a rural 40 limit	Within the first 400m has a Pub, a Church and a Cemetery. From then on then on the level of development meets the criteria for a village.No review of speed limit should be considered.
A541	11	Caergwrle, from a point 250m West of Fagl Lane to Abermorddu	Caergwrle, from a point 250m West of Fagl Lane to ??	30	40	The start of this section has the nature of a rural 40 limit	No end point is given for the proposed new limit but the presence of the Fagl Lane junction requires the existing 30mph limit to remain. No review of speed limit should be considered.
A549	1	Mynydd Isa, from the Wylfa Roundabout to Little Mountain Rd	Mynydd Isa, from the Wylfa Roundabout to ??	30	40	Nature and characteristics of the road are similar in nature to a 40 limit	No end point is given for the proposed new limit, however a review of the speed limit on the downhill approach to the Wylfa roundabout should not be considered.
A549	1	Mynydd Isa, from the Wylfa Roundabout to Little Mountain Rd	Buckley, from Drury New Rd to Little Mountain Road	30	40	Nature and characteristics of the road are similar in nature to a 40 limit	The proposed new section would be less than 400m in length and there is limited visibility at the Little Mountain Road junction. No review of speed limit should be considered.

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A548	3	Sealand, from E of Manor Road to West of Green Lane.		40	50	The majority of this section has the nature of an urban 50 limit	A proposal for a 50mph speed limit should be considered but only for the Eastern Access Rd.
A548	8	Flint, from W of Aber Park Ind. Est. to East of A5026, Walwen		50	60	Certain areas have the nature of a derestricted limit	Certain areas may have the nature of a derestricted limit but other areas do not. No review of speed limit should be considered
A548	14	Ffynongroyw, from the Caravan Park to West of Llinegar Hill		40	50	A very short section with the nature of the previous derestricted section	This section has a traffic signal controlled junction with a cycle crossing facility. This is very different to the previous section. No review of speed limit should be considered.
A550	3	Hawarden, from a point 300m South of B5125 to Dobshill	Hawarden, from a point 300m South of B5125 to ??	60	50 or 40	The road geometry at the beginning of the section make it difficult to travel at 60	The high collision rate and the poor carriageway alignment on this section require the consideration of a 40mph limit.
A550	4	Penyffordd, from N of Penymynydd Rbt to S of Hawarden Road junction	Penyffordd, from ?? to South of Hawarden Road junction	40	50	At the end of this section there is little development on either side of the road	No start point is given for the proposed new limit, however a higher limit at the Hawarden Road junction is not suitable. No review of speed limit should be considered.
A5118	2	Padeswood, from near Cement Works to Penymynydd Rbt.	Padeswood, from Cement Works to Penymynydd Rbt.	40	50	Road has nature and characteristics of the previous derestricted section	Padeswood has more development than exists within the previous section. No review of speed limit should be considered.
A5026	1	Holywell, from the A55 nr The Nant to E of the Stamford Gate	Holywell, from the A55 nr The Nant to E of the Stamford Gate	60	50	A footway is present throughout. The physical road nature makes 60 difficult	There are a high number of collisions at the Western end of the section. An extension of the 40 limit from the section below should be considered for a suitable length. There are also a high number of collisions at the Eastern end of this section. A 40mph limit should be considered for a suitable length.
A5026	4	Holywell, from Saith Aelwyd Park to the A55 Crossways Interchange	Holywell, from Saith Aelwyd Park to the A55 Crossways Interchange	60	50	Road geometry makes it difficult to travel at derestricted speeds	The number of houses in Lloc appears to meet the WAG guidance for a 40mph limit. There is also a high collision rate on this section. A 40mph limit should be considered.
A5026	5	Lloc, from the Rock Inn to Penfforddian Roundabout	Lloc, from the Rock Inn to Penfforddian Roundabout	30	40	The section has the nature of a rural 40 limit	A 40mph limit should be considered for this rural section..
A5026	6	Holywell, from St.Peter's Park to Victoria Park, Boot End	Holywell, from St.Peter's Park to Victoria Park, Boot End	60	50	The road geometry and steep hill makes it difficult to travel at derestricted speeds	A 50mph speed limit should be considered due to the carriageway alignment.

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B5101	3	Llanfynydd, from the Special Riding School to a point nr. Coed Issa Farm	Llanfynydd, from ?? to nr .Coed Issa Farm	30	20	Towards end of section the narrow road and the school make a 20 limit suitable	A 20mph limit should be considered for the village centre and in the vicinity of the school.
B5101	4	Llanfynydd, from nr. Coed Issa Farm to Cymau Lane, Ffrith	Llanfynydd, from nr. Coed Issa Farm to Cymau Lane, Ffrith	60	50	The road geometry and environment have the nature of a lower limit	A reduction in the speed limit should not be considered as the collision history does not support such a change.
B5101	6	Ffrith, from the Swallowfields junction to the B5102 Minera Rd	Ffrith, from the Swallowfields junction to the B5102 Minera Rd	60	40	The reduced road width and poor forward visibility mean travelling at 60 is difficult	A reduction in the speed limit should not be considered as the collision history does not support such a change.
B5121	1	Nannerch, from the A541 to Ffordd y Graig, Lixwm	Nannerch, from ?? to Ffordd y Graig, Lixwm	60	40	Development increases before the start of the existing 30 limit	The introduction of a 40mph speed limit should not be considered as the length required would be too short.
B5121	4	Brynford, from a point 300m S of Hafod y Bryn to a point 75m west of the A55 bridge	Brynford, from ?? to ??	30	40	The first part of the section has the nature of a 40 limit	No start or finish points given for the new limit. A new 30mph limit has recently been introduced past the school. A review of the speed limit should not be considered.
B5121	5	Brynford, from a point 75m west of the A55 bridge to Brighton Villas on Brynford Road, Holywell	Brynford, from a point 75m west of the A55 bridge to Brighton Villas on Brynford Road, Holywell	60	50 or 40	Road width and geometry does not reflect a derestricted limit	A 40mph buffer section should be introduced on this section due to the steep hill and carriageway alignment.
B5121	7	Holywell, from the A5026 Inner Ring Road to the A548 junction at Greenfield	Holywell, from the A5026 Inner Ring Road to the A548 junction at Greenfield	30	40	A section between Holywell and Greenfield has the nature of a 40 limit	A 40mph speed limit should not be considered for this section due to the collision history and the level of development
B5122	1	Caerwys, from the A55 Westbound slip roads to St. Michael's Drive	Caerwys, from the A55 Westbound slip roads to St. Michael's Drive	60	50	Road width and geometry make it difficult to travel at 60	The recent collision history on this section does not support the consideration of 50mph speed limit on this section
B5122	3	Caerwys, from a property named Trigfa to the A541 junction, Afonwen	Caerwys, from a property named Trigfa to the A541 junction, Afonwen	60	40	The very narrow carriageway and the steep incline make travelling at 60 unrealistic	A 40mph speed limit should be considered on this section due to the carriageway alignment.
B5123	3	Rhosesmor, from the Red Lion to the junction S of St. Mary's Church	Halkyn, from ?? to the junction South of St. Mary's Church	40	30	The number of properties and high risk of animals in road suggest a 30 limit	A 30mph limit should be considered in Rhosesmor from the start of the existing 40mph limit near the Red Lion to the bend adjacent to the Church Institute. A 30mph limit should also be considered in Halkyn from the Quarry entrance to the junction near Maes Alyn. Between these two lengths the existing 40mph speed limit should remain.
B5123	4	Halkyn, from junction South of St.Mary's Church to junction North of St. Mary's Church	Halkyn, from junction South of St.Mary's Church to junction North of St. Mary's Church	60	40	The very short length of this derestricted section disturbs the continuity of the existing speed limits on this road	The existing 40mph speed limit at the junction South of St. Mary's Church should be extended to the junction nr. Maes Alyn in Halkyn.

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B5126	3	Connah's Quay, from a point 300m West of Fair Oaks Drive to B5129	Connah's Quay, from existing 30 limit to ??	30	40	The start of the section has the nature of an urban 40 limit	An increase to a 40mph limit should not be considered for any part of this section due to the level of development.
B5127	1	Buckley, from A549 Windmill Road to the B5125 junction at Ewloe	Ewloe Green, from ?? to ??	30	40 or 50	The section over the A55 has the nature of a higher limit	An increase to a 50mph speed limit or even a 40mph limit should not be considered for the central part of this section due to the proximity of Ewloe Green CP.
B5129	2	Kelsterton, from a point 250m E of A548 to a point 60m E of Leaches Lane, Pentre	Kelsterton, from 30 limit to ??	30	40	The road is wide and development is set back so road has the nature of a 40 limit	An increase to a 40mph limit should not be considered for the Western end of this section due to the proximity of the Kelsterton Lane junction and the level of development.
B5129	2	Kelsterton, from a point 250m E of A548 to a point 60m E of Leaches Lane, Pentre	Pentre, from A550 Queensferry Interchange to ??	30	40	The wide road and set back development gives the road the nature of a 40 limit	An increase to a 40mph limit should not be considered for the Eastern end of this section due to the level of development.
B5373	1	Hope, from a point 70m South of the A550 junction to the County Boundary	Caer Estyn, from ?? to the County Boundary	60	50	On approach to the County Boundary there are pockets of development	A reduction in the speed limit should be considered for this section but would require consultation with Wrexham CBC.