

# MOLD ROAD CORRIDOR ACTIVE TRAVEL ENHANCEMENTS

## OPTION PACKAGE 1 – MEDIUM INTERVENTION

### Option Overview

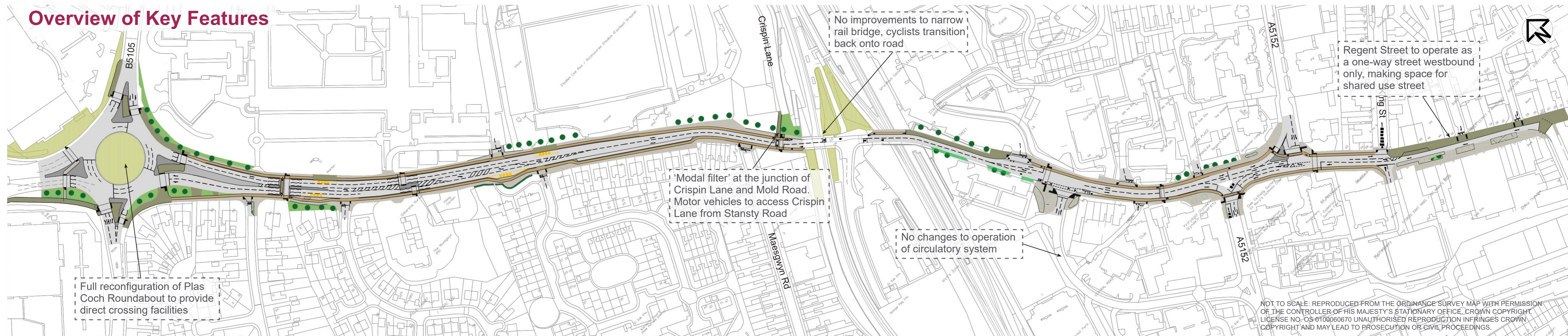
This option looks at walking and cycling improvements that could be delivered if the road layout were changed and road space were reallocated. These include:

- New one-way cycle tracks along both sides of the road (2m width), segregated from both vehicles and pedestrians.
- Footway widths to range between 2 and 3m throughout.
- New pedestrian and cycle crossing facilities at Plas Coch Roundabout, opposite Wrexham Glyndŵr University, Crispin Lane, Central Road, Bradley Road and Grosvenor Road.
- Between Crispin Lane and Station Approach there would be a break in the cycle tracks at the location of the existing narrow railway bridges and cyclists would re-join the carriageway.
- East of King Street, Regent Street would operate as a one-way street westbound only, making space for a shared use cycle/footpath.
- New and improved areas of greening.

### Indicative Road Layout



### Overview of Key Features



### Implications

- Involves the reallocation of road space to walking and cycling, resulting in reduced highway capacity (e.g. Plas Coch and Grosvenor Road junctions).
- Possible closure of Crispin Lane would be dependent on the Wrexham Gateway Site proposals.
- Narrow rail bridges are still a significant pinch-point.
- Eastern extent of Regent Street to operate as a one-way street westbound only, with space reallocated to active travel users. Signage would be introduced to direct vehicles onto suitable alternative routes.

Note: Proposed interventions can be mixed matched across option packages.

**Key:**

	Proposed kerb line / lane demarcation		Existing planting improvement
	Proposed footway		Proposed hedgerow
	Proposed cycle lane		Proposed trees
	Proposed shared use surface		Proposed planters
	Proposed traffic island		Proposed tactile paving
	Proposed carriageway		Proposed yellow road markings
	Proposed green area		Proposed white road markings