April 2025

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Land to the rear of 120 Rhosnesni Lane Wrexham

P/2022/1081



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1.0 Introduction

Condition 10 P/2022/1081

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved by the Local Planning Authority. The plan as approved shall be fully implemented for the duration of the construction phase.

The Construction Method Statement strategy in respect of the proposed development to the rear of 120 Rhosnesni Lane, is one of minimising the contact wherever possible between Public and Site traffic, reducing the number of deliveries where practicable, the staging of deliveries such that the volume of traffic is kept as even as possible avoiding highway peaks and finally controlling the likely vehicular movements on the project.

Every year approximately 70 people are killed or injured by vehicles at work. This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions.

Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (HSE) expect to see traffic management plans that include:
Planning and managing both vehicles and pedestrian routes to ensure:

• The elimination of reversing where possible • Safe driving and working practices • Protection of the public • Adequate vision and lines of sight • The provision of signs and barriers • Adequate parking, turning and unloading/storage areas
If further information on this topic is required, please contact the Health and Safety Manager.
A free leaflet from the HSE website www.hse.gov.uk/pubns/indg199.pdf

2.0 Construction Method Statement (CTMP)

All site deliveries will be directed to the approved access on Rhosnesni Lane.

Immediately upon commencement of the construction, all deliveries, operatives and visitors to the construction site will report to the site office based within the development area. This will be communicated to all works contractors at their pre-start meeting. They will be informed by site staff of Emergency procedures, assembly points, First Aid, site rules, etc. All contractors working within the site will be made aware of the staff vehicle parking area within the existing car park.

The location of the site office is shown on the site plan at Appendix A.

An integral part of the progress meetings held with all contractors will be the delivery schedule proforma. All contractors will be given details of proposed timing of material deliveries to the site together with the specific area of delivery/storage. The CTMP and the control measures therein are included within all contractor enquiries to ensure early understanding and acceptance/compliance with the rules that will be enforced on this project.

Although there are no local on-street parking restrictions contractors' vehicles will not be permitted to park on Rhosnesni Lane. Under no circumstances will construction/delivery vehicles be permitted to lay-up off-site on Rhosnesni Lane.

2.1 Delivery Vehicles/Laying Up

Delivery times will be limited to working hours. This condition forms part of the subcontract documentation and the contractors will be notified.
Deliveries are booked in with the Project Manager.

2.2 Site Administration

Responsibility for the construction traffic is that of the Project Manager who will:

- Ensure that contractors and suppliers follow procedures set out by booking in deliveries.
- Prevent unauthorised parking and congestion by contractor's vehicles. • Provide security and a banksman where required.
- Maintain adjacent highway in a clean and safe condition.

3.0 Vehicle Routing

All site deliveries will be directed via the existing access on Rhosnesni Lane
The access point will be kept clear at all times for deliveries.

3.1 Main Site Access & Loading/Unloading Area

The whole site will be serviced via the main site access on Rhosnesni Lane. There is no alternative access to the site.
No site delivery or construction vehicles will be permitted to park on Rhosnesni Lane.

Vehicle unloading areas are indicated on the plan at Appendix A.

4.0 Vehicle Type & Number

The only vehicles required to access the site will be construction staff and delivery vehicles. The total number of vehicles is an unknown quantity until the construction company has been appointed, although the size and weight of vehicle will be determined by any constraints within the existing highway network route.
The buildings are being constructed from steel sheeting and girders; the size of the delivery vehicles will therefore be restricted in size; there will only be the occasional HGV required for delivery.

5.0 Wheel Washing & Dust Suppression

Given that the whole area is already a solid bound surface there will be no mud or detritus transferred on to the road. However, a careful check will be undertaken after each site vehicle exit to ensure no loose material or mud has been allowed to enter the highway. Should this occur street sweeping will be immediately undertaken as required by the Highways Act.
All vehicles will be sheeted as required to prevent dust and falling material.

6. Project/Site Managers Checklist

Both the Project Manager and Site Manager will utilise the following checklists to ensure the safest method of working.

Checklist 1 – Site /Project Managers – Vehicle Routes Checklist

		YES	NO	N/A
Q1	Are vehicle routes clearly separated from pedestrian routes? If No see Action 1			
Q2	Do routes allow easy access to delivery areas? If No see Action 2			
Q3	Are routes kept free of obstructions? If No see Action 3			
Q4	Are routes clearly and suitably signed? If No see Action 4			
Q5	Do routes reduce the need to reverse? If No see Action 5			

Vehicle Routes - Actions to be Taken

		Action
1	Ensure routes are clearly designated and pedestrians protected	Routes clearly signed and segregated
2	Plan routes to allow safe access/ egress	Assessed
3	Keep access routes clear	Check daily
4	Ensure sufficient signage is maintained	Check daily
5	Plan deliveries to reduce need for vehicles to reverse	Check during ordering process

Checklist 2 – Site /Project Managers – Vehicle Movements Checklist

		Yes	No	N/A
Q1	Are highway routes planned to reduce the need for excessive vehicle movement? If No see Action 1			
Q2	Are vehicles fitted with audible reversing aid? If No see Action 2			
Q3	May some vehicles reverse without audible aid? If Yes see Action 3			
Q4	Can pedestrians have a clear view of traffic movements at crossings and at main site access? If No see Action 3			
Q5	Will vehicles run the risk of depositing mud on the highway? If No see Action 4			
Q6	Will vehicles require sheeting? If No see Action 5			

Vehicle Movements – Actions to be Taken

		Action
1	Ensure highway routing is suitable	Review daily
2	Request aids are fitted	Where available
3	Vehicles reversing without aids must be banked when reversing	Appoint banksman
4	Ensure drivers are aware of pedestrians and give way – pedestrian signing where necessary	Contractor briefing of staff
5	Provide on-site wheel wash facilities	Contractor to arrange
6	Ensure provision of sheeting gantry if required	Vehicles to be sheeted

7.0 Deliveries

The construction period has yet to be determined.

Deliveries will be time restricted to ensure that there is no disturbance to any dwellings in close proximity to the site.
No deliveries will be permitted before 8:30am and after 17:30 pm Monday to Saturday or on a Sunday or Bank Holiday in accordance with condition 12 of the approved planning permission P/2022/0181

7.1 Construction Staff Trips

It is unknown at this time the likely maximum or minimum number of staff on site daily at any one time but given the relatively small size of the project and the method of construction then there is likely to be no more than 8 staff on site at any one time. Most will be local contractors arriving in pairs by vehicle. Ten spaces have been allocated but in reality, there is only requirement for perhaps six at most.

Working hours at the site will be restricted to the above with am working hours on Saturday if necessary. Arrivals will tend to take place between 815 and 830 when staff would be expected to arrive at work, and depart between 16:30 to 17:00 at the end of the working day – dependent upon the available daylight.

7.2 Parking

On site parking facilities are shown at Appendix A
The parking areas will alter as the construction phase moves from phase 1 to phase 2.
There is more than adequate space within the site to cater for the small numbers of contractors' staff required for the build. Up to 10 vehicles can be accommodated without any problems at all.

8.0 Construction Methodology

As it relates to best construction processes/safety as well as deliveries, it is important to note the following traffic-related steps:
Banksman will be provided as required although given the nature of the development it is highly unlikely that any reversing of vehicles will occur at the site access.

9.0 Summary

This Construction Traffic Management Plan (CTMP) considers the traffic impacts that could arise during construction of the proposed development and outlines the principles to manage site operations with the view to minimising any transport and traffic-related issues during the construction period.

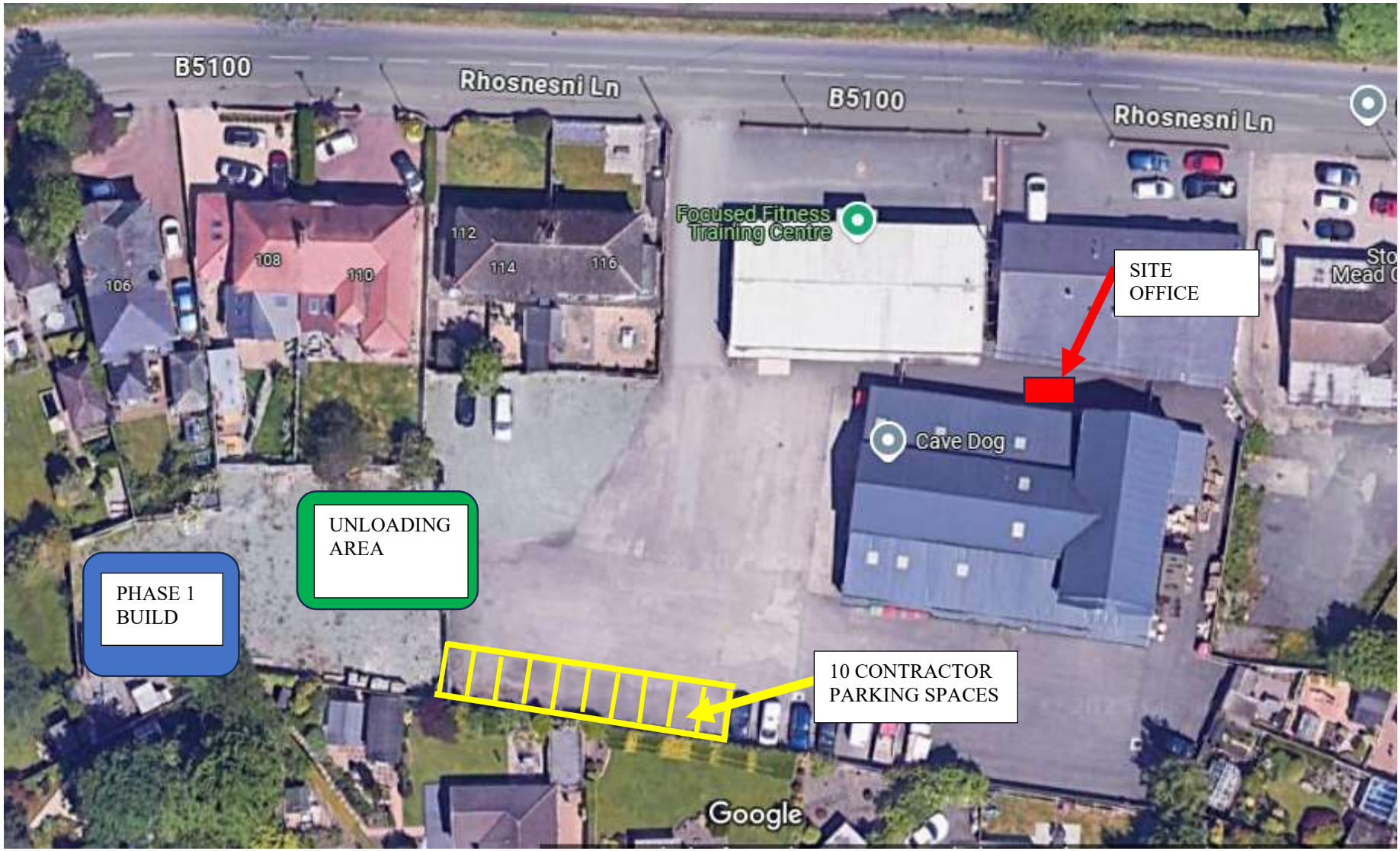
Consideration of the construction related traffic likely to be generated by the proposed development and the route available to/from site has been undertaken in detail.

This CTMP sets out a variety of mitigation measures during construction which may be implemented to minimise the impact of the construction traffic on the environment and local communities, including best practice techniques.

In order for the CMTP to be most effective, it is proposed that it is promoted to all employees and subcontractors coordinated by the Project Manager.

APPENDIX A

SITE PLAN FOR PHASE 1 BUILD



SITE PLAN FOR PHASE 2 BUILD

