Shones Lane Co-Op

Construction Traffic Management Plan (CTMP)

3277

Prepared by.

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Introduction

The purpose of this document is to set out the responsibilities with regard to compliance with current legislation and the implementation of any mitigating measures, detailed management measures to minimise traffic impacts associated with the demolition of the old Co-Op building and the construction of a new four apartment building. Both too and from site and on site itself. It will also provide a framework within which the measures will be implemented. Its aim is to limit the impact that this project and its scope of works will have on the immediate environment and local community. In terms of the impact of the construction itself and the traffic caused by it.

The Traffic Management Strategy for the project is one of minimising the interface wherever possible between public and site traffic, and reducing the number of deliveries were practicable, including the staging of deliveries such that the volume of traffic is kept as even as possible avoiding peaks, and controlling vehicular movements on the project.

A Traffic Management Plan will cover areas such as.

- Planning and managing both vehicles and pedestrian routes.
- 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 and off-loading/storage areas

For the purpose of this document the working area will be defined as anywhere where there is a requirement for temporary or permanent works that will facilitate the Construction Phase of the project.

The document will be reviewed and updated throughout the project.

1. Site location and Project Description

The proposed works involves the demolition of the existing derelict Co-Op and the construction of a new four apartment building and all associated works such as groundworks, timber frame structure, mechanical and electrical packages.

Location –

Tenth Ave,
Llay,
Wrexham
LL12 0LL

Start: 31/03/25
Completion: 19/12/25
Duration: 38 weeks

2. Construction Programme

Full and accurate programme can be seen on site

3. Role and Responsibilities

Health and Safety Manager Alex Taylor is responsible for:

Developing and updating the CTMP throughout the project and for ensuring all issues highlighted in the PCI and other client concerns are addressed in accordance with any information, instruction and guidance given.

Producing project specific risk assessments and controls for all significant Traffic Management risks

Monitoring the activities to, from and on site to ensure compliance with current legislation, guidance, and company policies.

Site Manager. Andrew Owen

Controlled access arrangements as so those entering site may avoid hazards.
Emergency egress arrangement so those leaving site in the event of an emergency may do so safely.
Ensuring the site and all stored materials and chemicals are safe and secure.
Ensuring F10 notice, Principal Contractor Sign, and signage indicating where and whom visitors should park and report to are clearly displayed.

The site is kept in a tidy and orderly fashion. Waste will be managed in compliance with PAL systems to allow safe travel both vehicular and pedestrian always remain safe. We acknowledge the immediate neighbours and the car sales office over the road, and we will do our utmost to consult with all parties necessary to ensure disturbances are kept to a minimum.

There are First Aid Facilities and appropriately trained First Aid staff and suitably competent operatives to aid when a need for a banksman arises. Due to the confines of site, construction traffic maybe halted and redirected to allow for public traffic to flow as normal, and that their priority remains. We acknowledge that banksman have no legal authority to halt the existing traffic flow of both pedestrians and vehicles. However, they can still play a vital role in guiding vehicles, particularly when assisting with the reversing of large deliveries, or exiting onto the road which is very tight, with blind spots due to the curve in the road and minimal turning circle. Vehicles will be encouraged to reverse onto site and then pull-out forwards due to the existing dropped kerb.

Controlling traffic flow in terms of deliveries and waste collection in liaison with contractors in a suitable manor to limit nuisance to and to maintain the safety of school attendees and public.

Ensuring all those on site have:

Site Induction including briefings on traffic management issues pertinent to the project and reinforced by relevant site-specific toolbox talks. Site inductions are completed didgitally in advance of any visit to site.
Understand and obey the Site Rules which will include matters such as traffic routes, speed limits and parking. Also expected standards of general behaviour.
Are made aware of the Emergency egress arrangements, Muster points, First Aid facilities and First Aiders, procedures.
Read and understand the site hazard board which will include updates to site plan and traffic arrangements as site construction progresses.
Have current certification for activities as required.
Are aware of all possible site traffic matters that may arise on site. Including that of safe fuel use and storage.
Are aware with any traffic management rules and parking arrangements, Operatives should share their registration as parking is limited to four hours without penalty.

4. Information for Contractor and Visitors

All contractors and visitors to the site will be made aware of traffic management needs, such as limited parking availability, tight access and egress onto site, expected

traffic routes and speed limits and the controls applicable to their presence and activities on site including, but not limited to:

Method statements
Risk Assessments
Site induction which includes traffic management briefings
Toolbox talks
Site layout
Traffic routes
Arrangements for any limitations for plant perimeters (reversing issues or ground strength etc)

The Site Manager will be responsible for monitoring all communications between relevant parties and ensuring that records of communications are kept on site.

An exact site layout plan will be developed and approved by the client and be displayed on site.

5. Air quality / Traffic Management

The main concern to the surrounding area, are the possible effects to the immediate businesses, their staff/visitors and any nuisance to other nearby residents in the vicinity of site itself, it is noted that the route into the area is a busy traffic route, and traffic may build up during rush hour periods.

We will also introduce controls to address any environmental concerns regarding air quality caused by traffic during the Construction Phase.

The Construction Traffic Management Plan and the CPP considers any changes to the existing traffic route, construction related vehicle activity, public traffic within the area and proposed haulage routes. The access and egress will be off Llay New Road, through Llay, the B5102 and junction 6 of the A483.

The speed limit on this approach road, Shones Lane and Tenth Avenue are 20 miles per hour, and extra care must be taken during busy periods. The road is a direct residential route and may be busy with commercial traffic and bus routes.

Due to the logistics and environment of site. All deliveries must be made directly to the work zone to mitigate double handling and double vehicle movements, and to prevent any possibility of blocking any access/egress routes in the area for any members of the public and or emergency services. All contractors and suppliers will be made aware of the Traffic Management Plan and routes. Deliveries will also be

made during off peak times. Only minor deliveries will be allowed to drop off at any other time.

As mentioned, the nearby roads are busy traffic routes and a busy residential area. Therefore, site deliveries and waste collection should take place outside the high-density traffic period of 08.15-09.15 and 14.45-15.30 due to increased amount of rush hour traffic. Large deliveries during this time must not take place, the roads immediately on entrance/exit to site may become congested and obstructed at pick up and drop off times and priority must be given to other road users. We will not block any driveways or the car sales office directly over.

Out of hours deliveries will be unacceptable and will only be arranged for when a suitable site member is present. All suppliers, subcontractors and those responsible for collection will be made aware of this. This then will ensure construction related traffic will minimise the effects on local road users and residents.

Parking up anywhere on the approach to site will be strictly controlled due to the busy roads and the risk of blocking access/egress of the public or emergency services, the car sales office and the local football club.

Where necessary vehicles must notify the site manager before arrival and will be held at a stopping point so that the precise time of arrival can be controlled to minimise disruption to the community and other road users. Stopping points are limited due to the geography of site so all delivery drivers must be given warning of this and must plan the delivery times.

The site entrance and all adjacent areas will be well maintained and free of debris due to site being over a live footpath. The highway and the footpath will be cleaned as required. If dust builds up on the roads, especially during demolition. It will be swept, where necessary by a contract road sweeper.

Vehicles will not be left running and all on site operators of vehicles and plant will be required to show the necessary certificates of competence.

All plant and equipment will have the appropriate certification, e.g., MOT, Lifting certificates etc

All refuelling of plant will be done in a designated area. Although there is little room on site signage will highlight the are and a spill kit will be available.

Loads liable to cause dust leaving the site will be covered with the appropriate sheeting.

6. Traffic routes

The site plan allows for only a small area for site parking and a limited space for welfare and temporary accommodation. In order to accommodate deliveries, designated banksman will open and close the gates and will ensure deliveries and drop offs will have little impact on the area, including the footpath and other areas of the estate. This will also prevent any deliveries, visitors or staff waiting in the road. It will also allow flow of public and site traffic to remain separate and not interfere with each other as much as possible.

Parking along traffic routes and the approach road for site related vehicles will be monitored and only allowed in moderate numbers. There is a large car park available at the nearby community space/playing fields. There are no noted parking restrictions or signage highlighting any restrictions on this car park. We have permission to park.



If this car park is to be used, some site rules will still apply to maintain all required professional behaviours. Items such as littering, language and the use of radios will be monitored.

Traffic management will be essential in respect of the delivery and removal of materials and plant from site. All vehicular routes shall be clearly marked and signposted.

There are no concerns for narrow gaps, places with limited headroom, overhead cables will be removed. However, the Site Manager will make further visual inspection as part of the site set up process and any information necessary will be relayed to all parties. Site traffic will be made take care of working across the footpath and bear in mind children in the area making their way to and from the nearby playing field.

Route maps (Appendix 2) show the proposed routes that all site deliveries will be directed along to gain access to the site. They also highlight the routes to be taken when leaving the site. Ideally site-related traffic will avoid travelling into Wrexham.

Immediately upon arrival, all deliveries, operatives, and visitors to the project will report to the Site Manager. This will be communicated to all early works contractors at their respective Pre-start meetings.

Company staff should ensure all visitors are inducted, and inform them of emergency procedures, assembly points, first Aid, site rules, location of welfare facilities, etc. They will be instructed to sign in and out each day.

Contractors, visitors, and staff will use specific pedestrian pathways, and all routes and any segregation will be clearly sign posted.

The attached site plan (Appendix 1) highlights the access point for the project. This plan will be developed and discussed with the client before commencement and included in the CPP. This will include, pedestrian / vehicular segregation, welfare, storage, security & material handling that will be enforced following the full site establishment. This will be done with considerations by the rest of the estate and residents.

An integral part to the Prestart and Progress meetings, held with all trade contractors is agreed the delivery schedule. All contractors are required to give details of proposed timing of material deliveries to the site. At this stage they will be given a specific area and details for delivery.

This Traffic Management Plan and the control measures therein are included within all necessary trade contractor tender enquiries to ensure early understanding and acceptance / compliance with the rules that will be enforced on this project.

Suppliers, Subcontractors and PAL Staff will receive details of the approaches to site and the traffic restrictions when given their “Job Orders” / written instructions.

Vehicle movement will be restricted to normal working hours. Laybys and pull in areas will be investigated to prevent vehicles stopping on Shones Lane and Tenth Avenue and all surrounding roads. These areas can be used to hold vehicles prior to arrival on site, will be liaised with the site manager if required.

However, under no circumstance will lorries or other heavy goods vehicles be allowed to lay-up in the immediate surrounding roads.

The approach to site is flat in topography with no significant obstacles in levels and the designated site entrance will be the only permitted vehicle entrance and exit to site.

Site pedestrian access and egress will be the via this same route, therefore segregation of pedestrians from vehicles will be implemented upon site set up and will be strictly controlled. Any segregation will form part of the Site Managers daily inspections.

Clear access and egress will be maintained to all existing adjacent properties and public footpath / highway at all times and Pave Aways will provide all necessary protection / security measures as required. There will be warning signage on the pavement to warn pedestrians on their approach to the site entrance from both Shones Lane and Tenth Avenue. Signage will read as below, "Pedestrians be aware, Works Access". All signage will be bilingual. Signage and barriers will used to slow and warn public pedestrians in advance.



Site access and egress arrangements are included in the CPP

The existing roads and footpaths surrounding the site will not be obstructed at any time by materials or site vehicles and will also be kept clean at all times.

We also ensure unrestricted and unimpeded access for emergency vehicles 24 hours a day to the construction site, and all surrounding areas.

7. Pedestrian Routes

Pedestrian routes must be clearly separated from plant movements by fencing and/or a sufficient barrier, or other suitable means and they must be wide enough and substantial enough to safely accommodate the number of people likely to use them at peak times. This includes the segregation at site entrance and walkway from site compound to the work zone. There is limited room on site for plant movements especially during demolition. This will be strictly controlled.

Pedestrian routes must allow easy access to both work areas and welfare areas and the site manager must ensure that these routes are as direct as possible and free of any obstructions and that there is a clear view of traffic movements. The compound is across a public car park, so this is especially important to control.

All pedestrian routes must be covered on the site-specific induction and be clearly and suitably sign posted and have sufficient signage around site. This includes the emergency escape route.

Safe routes will also be established to and from parking areas, material storage areas and the location of the loading bay.

8. On site Vehicle routes and movements

Due to the confines of site, plant movements will be minimal and confined to the work area only.

Where reversing cannot be eliminated, vehicles will be fitted with reversing aids such as mirrors, alarms and/or cameras and should also be aided by a banksman.

Movement near any fragile items such as neighbouring walls will always be banked and a stop block, or highlighted barriers should be used to prevent excessive movements. Any fragile or temporary structures should be protected from accidental impact.

Routes should be free of any obstructions and clearly and suitably signed. Vehicle drivers and operators must be able to clearly see any pedestrians that may be in the area. Especially on access and egress to the site.

High visibility clothing must always be worn, and vehicle reverse alarms checks will form part of the record daily plant checks.

Vehicles carrying waste away from site will need to be sheeted.

9. Pollution Prevention and Hazardous Material Storage

The chemicals and hazardous substances needed for running and maintenance of vehicles and plant on site during both the demolition and construction phase may include but not be limited to the following:

- Fuels
- Oils

The Site Layout Plan will be used to show where the above items will be stored on site if they are relevant.

The following controls will be instigated on site:

- All handling and use will be in accordance the EAs Pollution Prevention Guidelines.
- Adequate bunds and drip trays.
- Appropriate training for staff.
- Decanting / refuelling areas and spill kits available at all times.
- Minimal amounts of the above will be stored/kept on site.

10. Noise and vibration

Close liaison with the local neighbours and the car sales room will be established before the demolition phase and site set up. The site will form part of Considerate Constructors Scheme.

If necessary, plant noise levels will be monitored on site using a proprietary noise metre.

All plant and equipment on site will be fitted with the required mufflers / silencers.

Plant will be turned off or throttled down whenever possible and plant use will be minimal and at the early stage of the programme. Use of plant at the agreed times will not only ensure that pedestrians are safe, but nuisance and noise will be controlled.
Plant and equipment will be maintained in accordance with the manufacturer's instructions and PUWER 1998.
Risk assessments will be carried out to include noise and vibration, where applicable.
Site and task specific noise monitoring will be carried out throughout the project.
All personnel will be trained in accordance with BS5228.
Vibration levels will not be at a level that will cause structural damage to neighbouring buildings or properties but may be perceivable to the human senses.

11. Housekeeping and security

The site compound and skip area will be encompassed by a 2-metre-high steel mesh fence/heras fence with a lockable vehicle and pedestrian gates, and we shall take all reasonable precautions to prevent unauthorised access to the site.
Vehicles will not be allowed to enter site without reporting to the Site Office. The pedestrian gate leads directly to the site office where all personnel who have not been inducted in advance will receive a site-specific induction.
All personnel will sign in and out each day.
High visibility clothing showing a company name will be worn at all times.
Induction training will include the above and the requirements of NRW and the Pollution Prevention Guidelines PPG6 regarding housekeeping.
Induction will also include awareness of the Pave Aways risk assessment for Housekeeping and "Don't Walk by" Policy.
All waste materials will be segregated, and skips will be clearly labelled.

12. Incident response.

All emergency policies and procedures will be made clear to all site staff and visitors.
Toolbox talks will be carried out as part of the onsite control measure to minimise the risk of an incident.
All environmental incidents / near misses or issues of traffic management must be reported to the H&S Manager immediately. These may include:
Toolbox talks will be carried out, inclusive of the findings any risk assessments and method statements.

13. Internal communications

The CTMP will be held on site, displayed and discussed at induction.

Environmental issues will be discussed during the fortnightly meetings and meetings held as a direct result of issued being raised in the interim periods.

Pave Aways Policies will be displayed on site, including the Environmental Policy Statement.

Site induction will include environmental controls and expectations.

Evidence of Toolbox talks incorporating environmental issues, waste management, and pollution control must be available on site. These may be done "in house" by the relevant sub-contractor but evidence must be available to PAL staff on request.

14. External issues

All complaints will be recorded in the Complaints Register.

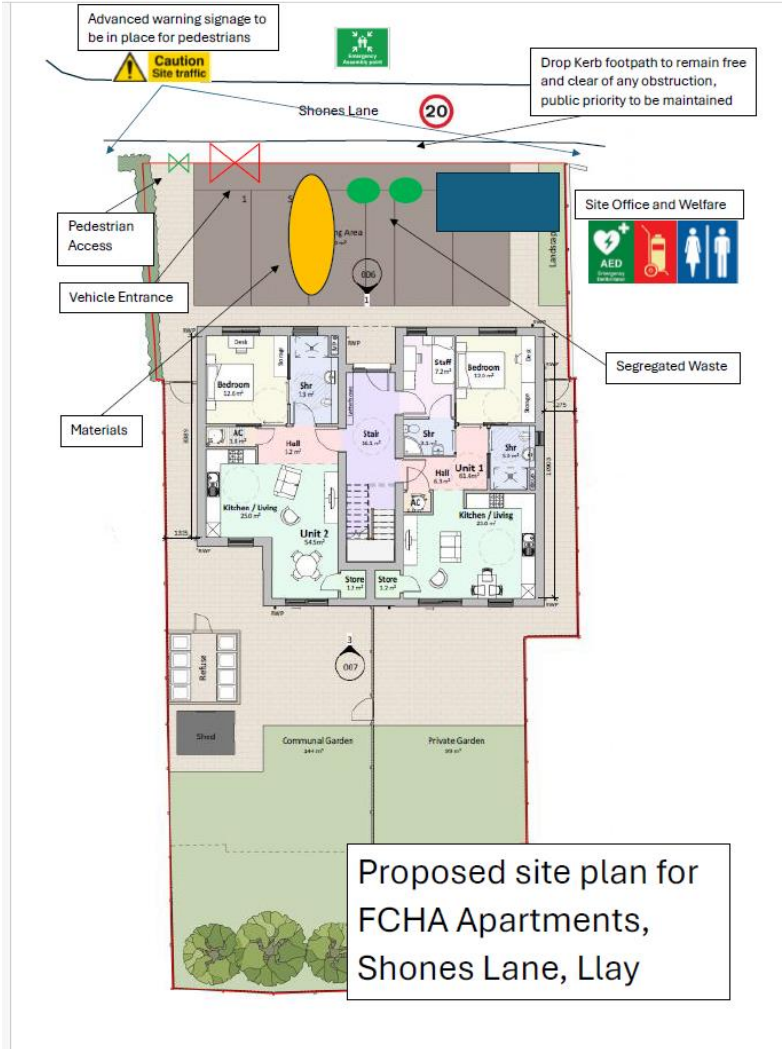
Issues raised will be forwarded to the Client during Project Meetings

Communication with external bodies, e.g., NRW, EA, LA will be carried out by the H&S Manager and or the Contracts Manager

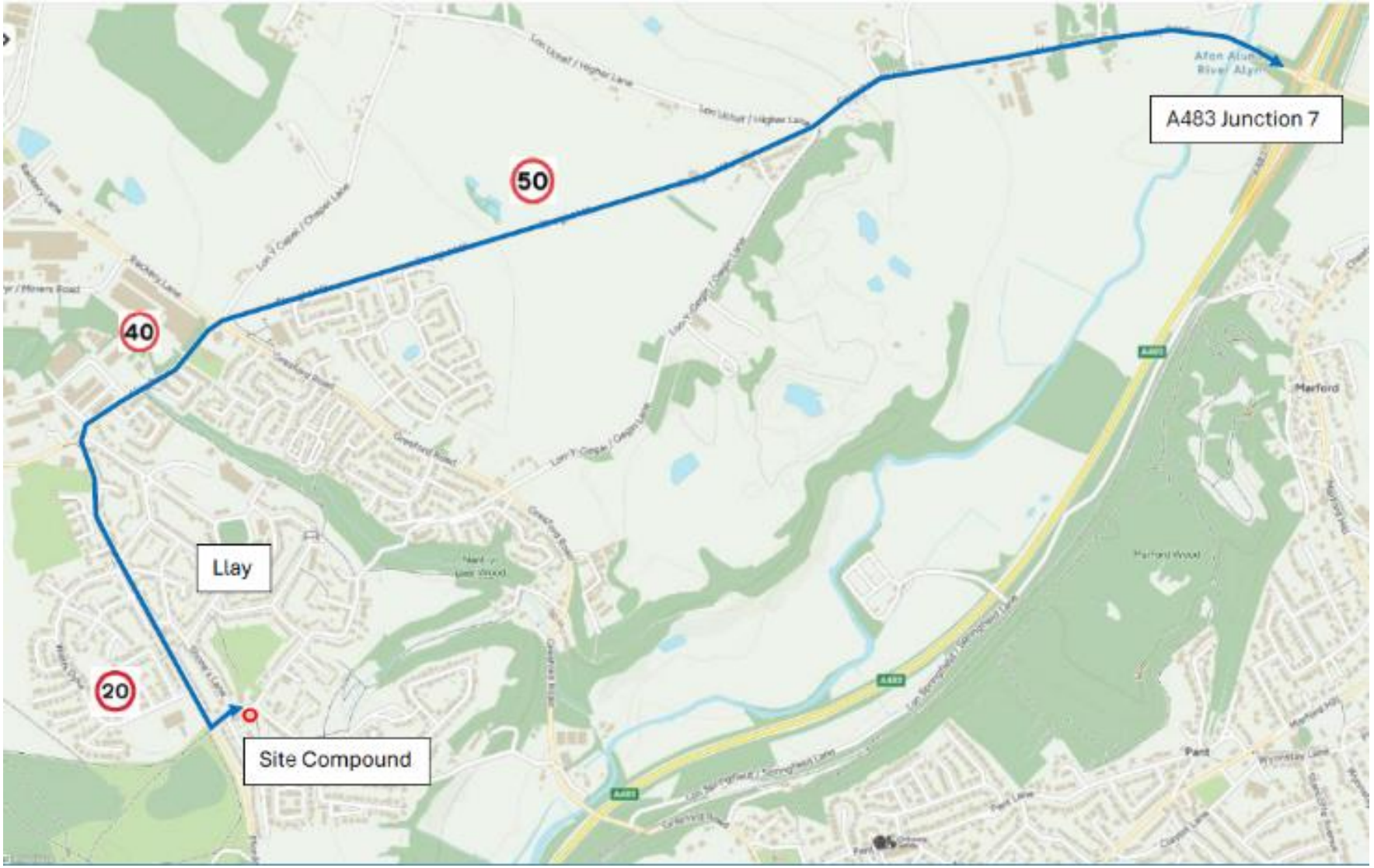
15. Appendices

Appendix 1

Below site plan is proposed and may change before project commencement



Appendix 2



16. Amendments Sheet

Copy to:	**Name**	**Signature**
Client	William Rees	
Contract Administrator	Guy O'Brien	
Principal Designer	David Ineson	
Contract Manager	Jamie Evans	
Site Manager	Andy Owen	

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Amendments		
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