



Construction and Traffic Management Plan

JBF Group, Wrexham

Project Name	Wrexham Crematorium Refurbishment
Project Address	JB Fabrications Wrexham, Bryn Lane, Wrexham Industrial Estate, Wrexham, LL13 9UT
Project Number	DIS_PD_0078
Date	26.07.2022
Revision	A



1.0 Introduction

This document has been produced in response to comments received by Wrexham County Council Highways Department in relation to the proposed works at JBF Group, Wrexham (Planning ref. SJG/2021/0905) and (Highways ref. ET/DC/PP/2021/0905) and the recommendations and requests within. This document is also to be read in conjunction with the submitted Service and Delivery Management Plan produced by the client.

2.0 Client's Brief / Project Description

Extension to existing Industrial Unit on Bryn Lane, Wrexham Industrial Estate.

3.0 Client Details / Site Address

JB Fabrications Wrexham, Bryn Lane, Wrexham Industrial Estate, Wrexham, LL13 9UT.

4.0 Programme Dates

Start Date	TBC
Completion Date	TBC
Hours of Work	Monday – Friday 08.00 to 17.00 (Additional works outside the normal hours must be agreed in advance and are subject to any restrictions advised by the local authority.

5.0 Development Site

Please see images below of development site from the surrounding highways. The site is located to the East of Wrexham Industrial Estate. The site is lined to the East by Bryn Lane which is a classified road subject to a 40mph speed limit, and to the South by Oak Road. The site is bordered to the West by WCBC Abbey Road Transport Depot and is adjacent to small commercial units to the North.



Aerial View of the JBF Group site.



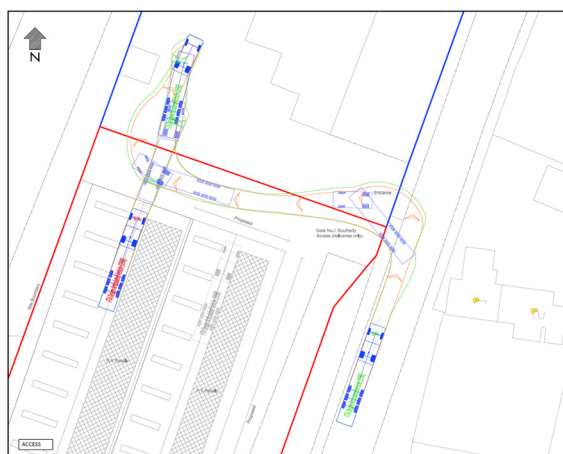
View of Gate 1 from Bryn Lane – Deliveries Only



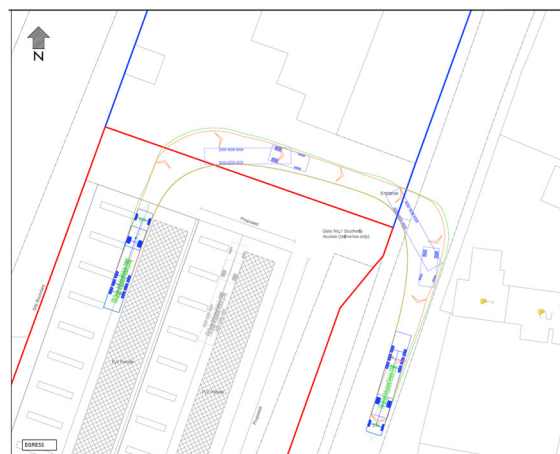
View of Gate 2 from Bryn Lane – Staff and Visitors

6.0 Access

The site has two access and egress points off Bryn Lane. Gate 1 and Gate 2. The site is open from 7.30 am for both office and production staff. Any works outside of these hours is to be planned and agreed.



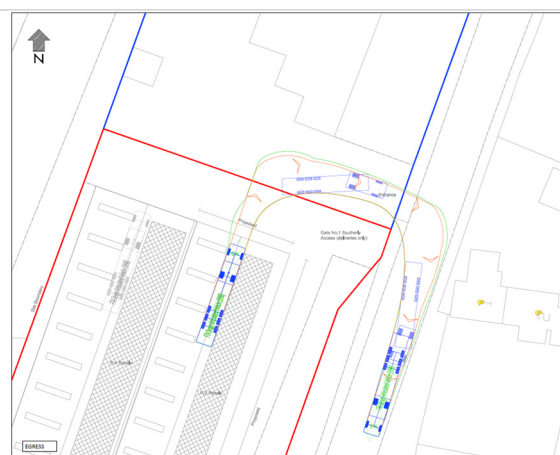
Existing Access arrangements for HGV



Existing Egress arrangements for HGV



Proposed Access arrangements for HGV to extension



Proposed Egress arrangements for HGV to extension



Gate 1 (Southerly access point) is currently used by delivery vehicles and HGVs.

A swept path analysis drawing has been produced by CAD Precision (drawing 221-001) which confirms that the articulated vehicles that will use this access on completion of the works will be 16.48m in length. For further information reference should be given to the above drawing.

This access will be used throughout the works by all construction vehicles and suitable signage provided to the surrounding roadways to advise such.

On average there will be 1no. HGV visiting site per week in relation to the existing site activities This is to be considered and the Principal Contractor is to ensure that any deliveries or construction traffic to site considers this. Other than HGV deliveries there are approximately 5no. deliveries a week from smaller non-HGV vehicles which are again to be noted and construction activities and traffic flow planned accordingly so not to impact on the current day to day arrangements throughout the site.

Gate 2 (Northerly access point) is currently used by staff and visitors for access to parking areas.

There are currently 44no. parking spaces on site with an average of 25no. staff and workers on site throughout a typical day, giving more than sufficient numbers for staff vehicles on site.

A fully detailed Site Establishment Plan is to be undertaken by the Principal Contractor prior to the start of works on site and submitted for comment/review. This is to be updated and maintained as required under CDM2105 Regulations and to suit the current site construction activities and associated vehicular movements.

All vehicle and pedestrian routes will be segregated where possible to ensure that safe pedestrian routes are provided throughout the construction site. Clear signage is to be provided to enforce this and all details are to be outlined in detail to site workers and sub-contractors within the site induction.

The Principal Contractors Site Induction is to consider any Client rules and regulations and ensure that that these are abided by.

Access to the site and the establishment of the site compound is to consider the Clients Fire Evacuation Plan and Emergency procedures and ensure that these are not impacted in any way. Any impact on these (such as location of Assembly points, etc) are to be discussed with the Client and Principal Contractor and suitable arrangements made.

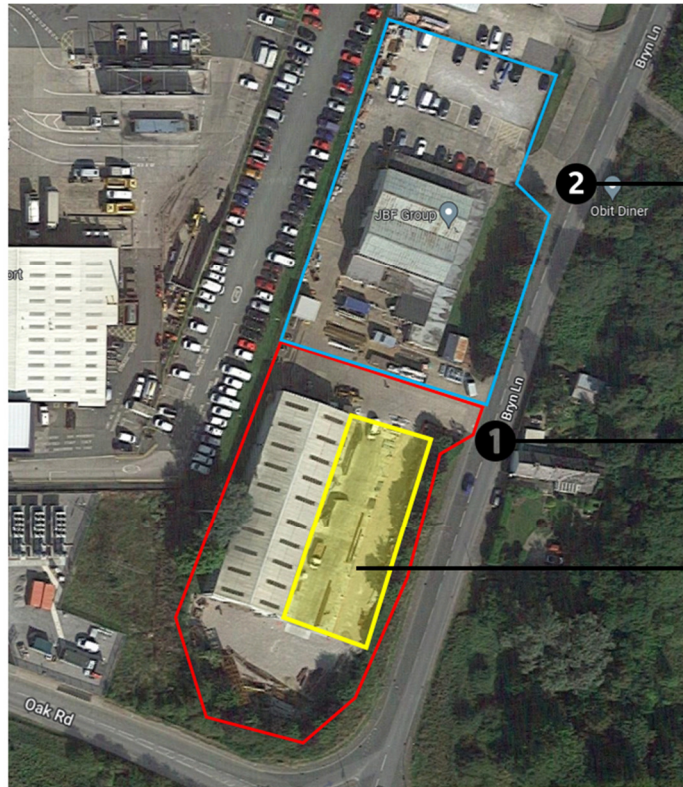
It is understood that a length of boundary fencing will be required to be set back to improve the visibility splay in the southerly direction at Gate 2. Full details of this are outlined within the architectural drawings and specification.

No parking or stacking of vehicles (whether deliveries for existing site activities or traffic related to the construction works) will be permitted by JBF on the adjacent highways surrounding the site.

All HGV deliveries will be staggered to ensure the above is always maintained.

All construction traffic is to be arranged outside of the main delivery times and to avoid heavy traffic times for current site activities. All deliveries are to be arranged outside of peak traffic times.

All HGV deliveries will be managed by the site manager and a minimum of 24 hours notice will be given and logged in.

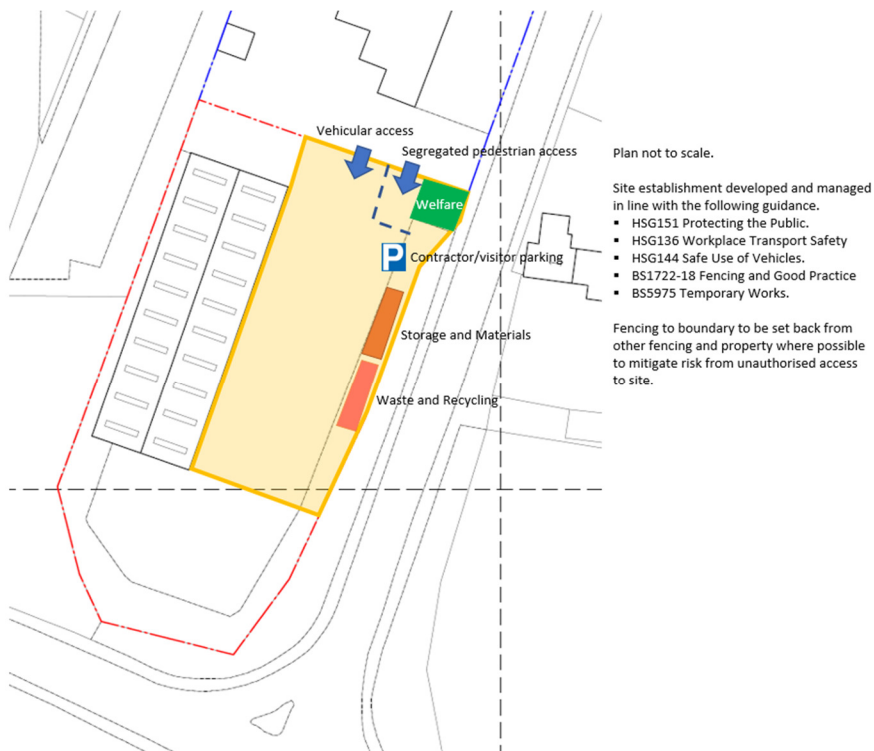


Gate 2 – Staff and Visitors. This access point will be used as existing through the duration of the construction phase.

Gate 1 – Deliveries
This access will also be used for the main construction access point throughout the duration of the construction phase including deliveries.

Construction Site Compound. All construction traffic will be parked within the highlighted compound and will not impact on the day to day activities of the existing site. The site compound and associated parking and material storage areas are to be created as soon as possible. Public right of way along the adjacent footpath and crossing the site entrance is to be maintained at all times.

The site Establishment Plan below is a suggested arrangement to ensure that provisions are made for all areas and to ensure segregation of areas and access points. The full co-ordinated Site Establishment Plan is to be produced by the Principal Contractor and submitted for review and comment by the Client and Principal Designer prior to commencement of the works.



7.0 Site Controls

The Principal Contractor will establish a connection with a local road-sweeping service if emergency maintenance is required to the highway.

Vehicle Coordination

The Principal Contractor will have overall responsibility for the coordination of deliveries and will advise what times suppliers are expected to arrive on site. Specific time restrictions will be issued to all subcontractors and suppliers; the restrictions will be strictly enforced. Unauthorised arrivals will be turned away. The Site Manager is ultimately responsible for ensuring that access is safely staggered.

During busy delivery periods when a greater number of construction traffic could be expected (e.g. spoil removal, stone deliveries) the delivery suppliers will be asked to contact the Site Manager prior to the agreed delivery time to confirm that all access is clear. This will allow the Site Manager to avoid traffic build-up due to delays.

Vehicle Segregation

Areas will be clearly marked on site to ensure that vehicles are clearly segregated. Areas include access road, plant routes, lay-down area, crane positions, turnaround/reversing, parking. The banksman will ensure that the areas are managed throughout the day to mitigate the risk of collisions and blockages.

Parking

Parking will be made available within the site boundary, within the confines of the Principal Contractors site compound. All other site traffic is to park in the dedicated parking spaces accessed via Gate 2. Access to parking strictly outside the restricted hours outlined previously. All site visitors are to abide by the client rules and regulations where applicable.

Turnaround and Reversing

There will be no space on site to facilitate turnaround. No vehicles will be allowed to reverse into the site from Bryn Lane. All vehicles will enter the site in a forward gear, turnaround park and then exit site in a forward gear. This will also apply to large vehicles (deliveries, HGVs, cranes, etc.) who need to gain access. The site access rules sent to suppliers and subcontractors will stipulate a limit to vehicle size (weight, height, width and length) to prevent congestion issues; it is the responsibility of the Site Manager to ensure that suppliers understand the restrictions.

Other Restrictions

Overhead cables have been identified along the route; however, it is reasonably assumed that these maintain the required clearance of 5.8m above the road.

This plan will be reviewed if roadworks and closures/diversions are put in place by the highway authority or service providers.

8.0 Impact on the Highway

Storing Plant and Materials

It is not envisaged to store any plant or materials on the public highway, nor in any neighbouring properties. All plant and materials will be stored on the site within the compound.

Protecting Pedestrians

Bilingual signage (Welsh & English) to identify the construction site will be erected at the main entrance of the site. Signage will be erected along the identified access route to direct site traffic to the entrance and warn against unauthorised entry.

Public Highway License

It is not intended to use the public highway for construction activity or for the storage of materials. We do not believe that any highway or footpath closures are required. Should this change, the Principal Contractor will be responsible for applying for any licenses.

Traffic Diversions

We do not believe it will be necessary that any highway or footpath diversions will be required during the construction period. Should this change, the Principal Contractor will be responsible for applying for any licenses.

Waste and Spoil Removal

Waste and spoil removal will be carried out by various methods throughout the construction period. At no time will skips or wagons be positioned on the highway or verge to accept waste material. At no time will a temporary waste deposit be positioned on the highway or verge. All methods of waste and spoil removal will be carried out within the site boundary, removed by vehicle as per the agreed traffic routes.

9.0 Monitoring

Review and Update

The Principal Contractor will be responsible for ensuring this Traffic Management Plan is reviewed and updated regularly throughout the construction phase. Reviews must take account of the following:

- Programme (short and long-term)
- Complaints
- Road Traffic Accidents

Any amendments to the plan must be communicated with all subcontractors and suppliers.

Surrounding Operations

It will be the responsibility of the Site Manager to ensure the times of construction deliveries do not interfere with surrounding properties e.g., private access to businesses, dwellings, domestic waste collections and general highway traffic.

Complaints and Accident Procedure

The Principal Contractor project team will deal with all complaints from neighbouring properties in coordination with the Client Project Manager, who must be informed of any complaints.

Any road traffic accidents (RTA) must be reported to the Principal Contractor to formally notify insurers. It is the responsibility of subcontractors and suppliers to provide their insurance details if involved in an RTA, however the Principal Contractor's public liability will cover any accidents if details aren't provided.