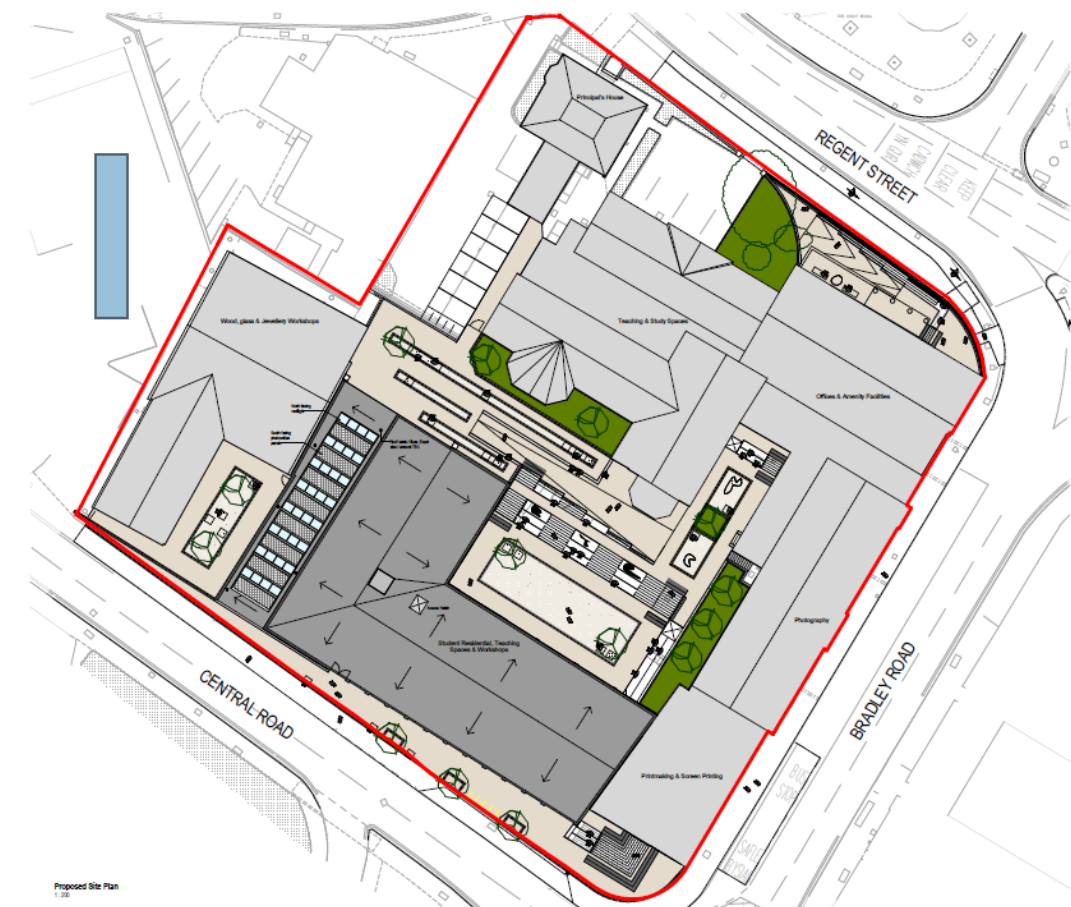


CONSTRUCTION SITE TRAFFIC MANAGEMENT PLAN (rev3)

Glyndwr University

Planning Reference WRO P/2018/0668



Project: The wider scope of the project is for the Refurbishment and improvement of the arts college, demolition of ancillary buildings and construction of new 107 bed student accommodation. However, this traffic management plan is for the initial works concerning the part demolition of Principals House, and replacement with a car parking area.

Site Address: Glyndwr University, College of Art, 49 to 51 Regent Street, Wrexham, LL11 1PF

Date: February 2022

Prepared by: S Edwards

Developer: Glyndwr University

Main Contractor: SWG Construction Build and Renovate

Local Authority: Wrexham County Borough Council

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A. Introduction

The Traffic Management Strategy for the project is one of minimising the interface wherever possible between the Local Residence and any Site Traffic during the project, along with reducing the number of deliveries where practicable, including the staggering of deliveries such as the volume of traffic is kept as even as possible avoiding peaks, and controlling vehicular movements on the project.

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 & Safety Executive (H.S.E) guidance has been followed and our management plan will include.

- Planning and managing both vehicle and pedestrian routes
- The elimination of reversing where possible
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs barriers
- Adequate parking and offloading / storage areas.

B. Background

This traffic management plan has been prepared to support the discharge of **condition 19** of **WRO P/2018/0668**,

- *No part of the development shall commence until Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan is approved has been fully implemented.*

The demolition and development will be carried out in one phase with an estimated programmed time of 6 weeks.

C. Proposed Works Schedule

- a. Site Enabling Works – Planned duration 1 week.
- b. Construction / Demolition Phase – Planned duration of 5 weeks following on after the enabling works.

Enabling Works

The initial enabling works will be undertaken using minimal labour and machinery, and for the most part involve the establishment of the site compound, segregation, and hoarding / security fencing. The impact on the local road network will be minimal if even noticeable. There will be a delivery of a 360-degree excavator, a forward tipping dumper and roller which will be delivered on a low loader HGV. There is likely to be a maximum of 10 operatives engaged for the works all of whom will park within the site curtilage. Delivery of site security fencing and welfare units will be delivered on suitably sized rigid lorries. It is estimated that there will be approximately 8 skip lorries to carry away the rubble and other materials, from the demolition process, which will be recycled off site.

Site access and egress will utilise the existing system, which is currently in place, and is accessed via the A541 dual lane one way system, with traffic leading on to it from the A5152.

All drivers and contractors will be briefed to show due courtesy to the local residents at all times and site access and caution signs will be put in place.

The site clearance works will all be confined to the site itself with the main access's being formed. During this period, there will be deliveries of aggregates, kerbs and tarmac.

In the enabling stage of the project there will be a small towable welfare unit situated on site until the site set up is complete and main accesses formed.

Construction Phase

SWG Construction Ltd will implement the CTMP for the whole project. There is also a TMP drawing (**Appendix 2**) which shows the layout of the site and the areas allocated for complying with the written plan. The Site Agent and Contracts Manager will be responsible for complying with this CTMP and keep the document up to date on a daily basis.

If any dirt and debris does make its way onto the highway, road sweepers will be in place and used to remove. It is not envisaged that there will be mud and debris generated which will be carried out onto the highway due to hard standing tarmac areas, however in the event this issue arise, then a wheel wash system will be implemented.

Parking

There will be sufficient space within the site to prevent any parking on the road by operatives during the construction works. Any contravention will be dealt with by the Site Manager/Contracts Manager immediately.

Deliveries

During the project there will inevitably be busy periods when greater volumes of deliveries are necessary every attempt will be made to avoid peak times, to minimise disruption to the public.

All new employees and subcontractors will be inducted by the contracts manager or site agent. Suppliers will likewise be informed by way of their purchase order of the processes and timings relevant to their particular works.

All construction activities will be segregated from the public. Great care will be taken at all times and the relevant method statements will be adopted, to ensure safe systems of work are in place for all tasks.

Waste and Recycling area

Waste materials from site activities will be segregated in the specific skips provided, as shown on the plan. (**Appendix 2**). There will be fencing erected around this area to ensure that waste stays enclosed within. Covered skips will be used as necessary to contain any materials which could potential become airborne and pollute or litter. Checks are to be carried out by site management to ensure the site and surrounding areas are kept clean and tidy. This is recorded on the weekly check form. (**Appendix 3**)

D. Resident Consultation

All neighboring business and residents adjacent to the site will be contacted via a letter drop prior to work starting. In this there will be contact numbers for the site team along with office numbers for reporting any issues and concerns. Any concerns will be logged and actioned immediately.

The main concerns we are trying to avoid involved with the project are parking, speed of construction traffic up the lane, lorries laying up prior to deliveries and mud on the roads.

These concerns have been addressed in this CTMP and will be monitored and reviewed by the relevant site personnel during the development. The CTMP is an adaptive document and as such will be updated as the contract progresses.

E. Traffic Management Plan

The route map (Appendix 1) shows the proposed route that all site deliveries and site personnel will be directed along to gain access to the site. Deliveries and sub-contractors will not be directed to continue past the site at any time.

Immediately upon commencement, all deliveries, operative and visitors to the project will report to the Site Agent or his representative. This will be communicated to all early works contractors at their pre-start meeting.

They will be inducted by company staff, and be informed of emergency procedures, assembly points, first-aid, site rules, location of welfare facilities, etc. at this time. They will be instructed to sign in and out at the site office each day. PPE appropriate to the tasks being undertaken will be checked upon signing in.

The attached Traffic Management plan drawing (Appendix 2) highlights the access point for the project, delivery area along with a proposed one-way system for on site deliveries, welfare, Waste and recycling area and material storage that will be enforced following the full site establishment. We currently show enough parking for 10 vehicles onsite. We will be encouraging vehicle sharing where applicable. If a time comes where vehicle parking is insufficient on site, trades will have to park in the nearest local carpark and car share from there.

An integral part to the progress meetings held with all trade contractors is the delivery schedule pro-forma. All contractors are required to give details of proposed timing of materials deliveries to the site. At this stage they will be given a specific area for delivery along with the booking-in process to enable congestion to be minimised.

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

Under no circumstances will lorries be allowed to lay-up in surrounding roads.

Vehicles / Laying up.

Prevention Steps

1. Delivery hours will be limited to working hours. This condition forms part of subcontract documentation and subcontractors are reminded of this at pre-start meetings
2. Deliveries are booked in with our Site Managers, A Gatemen will be in position half an hour before any expected delivery.
3. Persistent offenders will be reported to the Contracts Manager, who will action with the directors of the offending company.

Site Administration

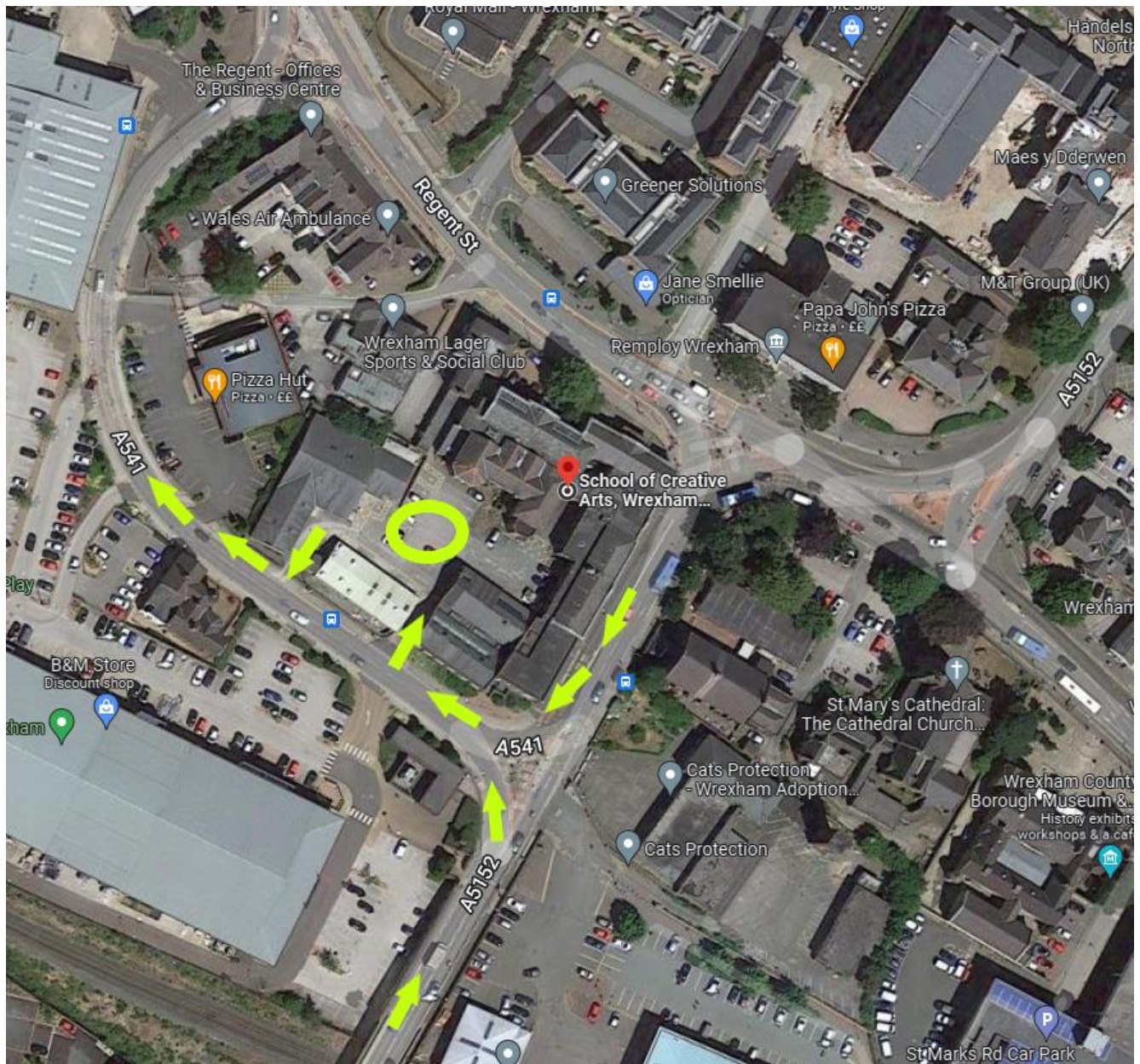
Responsibility for Construction Traffic movement is that of the Site Manager together with the Site team they will:

1. Ensure that subcontractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries and giving the required notices.
2. Prevent unauthorised contractors parking and the congestion of traffic. All personnel in the team will be in contact with each other and site management who in turn will have mobile and telephone contact with the subcontractors.
3. Provide a Gateman at the access gates when required and the loading/unloading area.
4. Maintain roads in a clean and safe condition.
5. The site manager will carry out physical checks on site to ensure that the standards are kept. This will be recorded on their site managers weekly check form. A copy of this is in **(Appendix 3)**.

It is recognised that not all deliveries are notified to us; such deliveries are usually smaller, deliveries by third parties and on occasion simply not booked in. The Site Manager will then manage the delivery situation with the priority to get the vehicle off the road and onto site. Other options open to the team is to send deliveries away (persistent offenders) or temporarily send deliveries to a car park with a return time. We reiterate that wagons will not be allowed to lay-up along or adjacent to public roads.

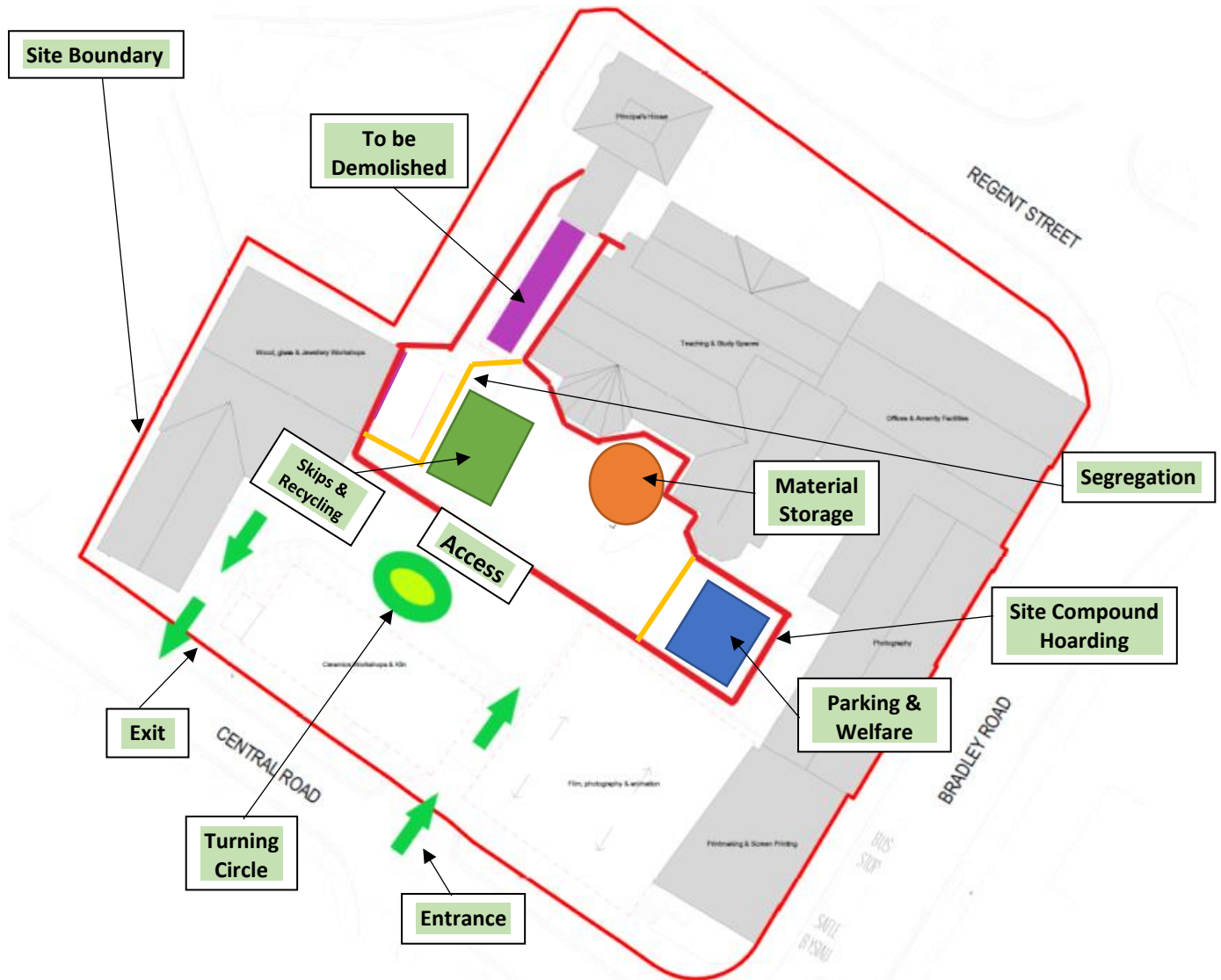
Appendix 1

Construction traffic route via A541



Appendix 2

Site Compound layout in relation to existing surroundings



Appendix 3

Site Managers Weekly Checklist

Site:	Carried out by:	Date:
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Checklist	Yes/No	Action Required
Has the perimeter fence been inspected		
Has all litter / debris been removed from the perimeter fence		
Are vehicles and pedestrians segregated		
Is a traffic management plan displayed		
Is there a designated unloading area		
Is signage in place for designated entrance points		
Are safety signs displayed on the perimeter fence		
Are contact details displayed at the entrance Points		
Is waste segregated		
Is water / electric metered		
Is the site clean and tidy, including storage		
Are the welfare facilities clean and operational		
Is there a smoking shelter		
Are refreshments available for visitors		
Are drinking vessels available for visitors		
Is your office clean, tidy and presentable		
Is PPE available for visitors / operatives		
Is issue of PPE to operatives recorded		
Have any complaints been recorded		