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Traffic Management Plan

For

**Provide improved and additional workshop
at
Charity Training Facility**

Wrexham Warehouse Project

1. Introduction

This traffic management plan has been produced to provide additional information in relation to planning application P/2017/0765. The current facility has a short fall of parking when compared to Wrexham County Council maximum standards.

The new extension will affect 2 aspects of the site in relation to transport both parking provision and turning area.

2. Background

Wrexham Warehouse Project is a small local charity which has been create with the owners of Universal Builders from Wrexham. They have several schemes in place to assist different young people within the community.

This facility and extension is part of their Cre8 Program which provides construction training for 16-17 year olds that are not in education, employment or training. These individuals are either been refused entry to local colleges and training as they are challenging individuals needing direction away from crime and destructive behaviours and attitudes.

3. Traffic Management Plan

Therefore to support the application we have detailed this traffic management plan to indicate how the additional floor space will not affect traffic movements and parking on the site.

4. Parking

a. Staff

Staffing levels will remain the same with 4 part-time staff are employed from the site. These are 2 admin assistants and 2 instructors.

Hours of operation are Monday – Friday, 9.30am – 3pm

Additional classes are run, Wednesday 4pm-9pm, Thursday 5pm - 8pm and Friday 4pm - 6pm.

Staff hours are arranged to cover all opening times. These have 1 admin and 1 instructor with limited cross over hours to minimise expense for the charity. Limiting the number of vehicles on site at any one time.

The extension will be grant funded which will ensure that the existing workshop can be improved and an additional one created. The existing space measures 5.4m x 3.8m. This is used for both brick laying and joinery. The new joinery area will allow equipment and projects to be left in place between sessions as opposed to the existing arrangement where everything needs to be moved to allow for different classes. This will ensure that the limited resources are spend on training individuals as opposed to setting up and dismantling workspace.

The grant funding is for space only and as nothing is allocated towards staff or wages then there are no funds for the charity to increase activity. As with most local charities it operates on a shoestring budget.

b. Trainees

Existing class sizes vary but no more than 6 trainees attend often with only 3-4. The existing minibus operates to collect and return trainees to the local area. As all trainees are school age and the facility in place for locals who are not attending schools or colleges and are without work, the minibus remains the only option for transport to the facility. With the new extension it is hoped that this may increase to a maximum of 8. As the minibus is a 12 seater this will not actually increase traffic to the site.

Trainees are below the legal limit to drive and therefore private transport is not an option.

Some trainees are currently and will continue to be dropped off by parents, again meaning no requirement for parking facilities.

c. Deliveries

The charity is lucky to be supported by the Local depot of Travis Perkins. They provide building materials which are used by the classes. As they are supplied and delivered free of charge, this is kept to a minimum.

The merchants deliver goods on pallets which is brought in once per month. This caters for the needs of the limited number that are trained at the facility.

A slight increase in materials would be helpful and could be accommodated by the additional space. The local merchants will continue with a single monthly delivery so again no increase in traffic generation.

d. Turning Area

The highways department have commented that they cannot support the application without swept path analysis to prove that the turning area is sufficient. This has not been produced as the existing arrangement would not comply.

With a parking spaces occupied turning will be slightly more compact than the existing arrangement. However, with co-operation between staff members cars can be moved to assist the movement of others. While this is not the ideal case, all staff without the building are there for the same cause and are a team that already work closely together.

If the remaining space becomes slightly awkward to use it does not make the site dangerous or pose any risk to users of the site or the adjacent highway. Therefore I would ask the highways for a relaxation in this area to support this worth project.

5. Conclusion

The facility has operated for several years, in the above format. No complaints or issues have been raised in relation to car parking on the highway. No accidents or obstructions have been reported. While the facility does not meet the maximum standards, the parking and turning area which will be provided on site are sufficient to meet this small scale charity and the additional space that will be created.