

SITE TRAFFIC MANAGEMENT

- This plan was developed in 2017 to overcome periodic issues with queues of HGV's turning right into the site. It provides structure to the organisation of incoming vehicles during the Vision 2020 construction when it was recognised that the works being undertaken at the site were resulting in issues in vehicle logistic challenges within the site. The issues identified, including occasional queuing on the B5070, stemmed from a number of reasons including:
 - the re-routing of onsite traffic to avoid designated construction areas and construction storage areas;
 - relocation of Logyard Reception; and
 - increased deliveries of bought-in board, and space limitations which exist while the Chirk site is restructured.
- Under normal operating conditions traffic flow is self managing & well within capacity. This is a function of a well managed material ordering system, efficient onsite management of traffic (post weighbridge) and provision of a substantial and well organised vehicle holding area within the site (prior to passing the weighbridge).
- As described within the Transport Assessment for the OSB Facility the factory has historically operated with HGV levels higher than that being predicted once the OSB Facility is developed. The efficient HGV logistics system employed at the site during normal operations ensured HGV's did not queue on the B5070. As such on completion of Vision 2020 re-structuring works it is anticipated that any HGV management issues will subside, even after taking into account the additional vehicle flows associated with the OSB facility.
- Nonetheless it is proposed that the mechanisms that have been employed by Kronospan during the recent period of temporary site disruption are integrated into the site's operational management systems to ensure that any future congestion issues are adequately managed.
- On this basis it is proposed that this Kronospan HGV Operational Management Plan becomes a formal operational procedure for the site.

Facilities

There are a number of locations across the site which are used for the temporary holding of incoming HGV's prior to loading or unloading product. These areas are illustrated on Drawing Number 7000/578.

- Lorry Park at entrance with 83 spaces
- 3 marked Entrance lanes prior to Weighbridge with 18 HGV capacity, segregating vehicles by category
- Logyard – 35 spaces for Incoming Timber deliveries
- Product Collection – 22 spaces on Front & Back loading areas + 5 at Kronoplus
- Standing Trailer Park can be extended to include further 20 spaces

In total this enables 183 HGV's to be held on site, accounting for over 1/3 of the total anticipated daily inbound HGVs.

An HGV Marshal is assigned as required to direct incoming HGV's to the relevant holding area. This has been the principal method employed to avoid queueing on the B5070 and has been deemed to be very successful with no traffic queueing complaints received since its implementation.

Part of the HGV Marshal's role is to ensure that the above areas remain available. The HGV Marshal reports any transgressions to the Logistics Manager to ensure that sufficient space is made available to manage anticipated vehicle numbers to the site each day.

Monitoring

To ensure that sufficient HGV parking space is available a number of monitoring and management methods are employed to ensure that i) sufficient space is made available for vehicles, and ii) that deliveries are planned.

- Sales to ensure a realistic Loading List is planned for the following day
- Timber Buying to ensure the phasing of deliveries is planned to avoid potential site congestion
- Weighbridge Operator to monitor flow of HGV's in and out of site, and alert Despatch & Logyard of any build-up to allow contingency plans to be put in place, such as delay of vehicle dispatch from supply companies
- Logyard Marshals to direct and monitor progress of Timber Delivery vehicles, and alert Logyard Manager of any build-up to allow contingency plans to be put in place, e.g. direction of vehicles to the additional contingency holding areas (listed above).

Actions to be taken

- During periods of high demand or when a traffic build-up has been identified (e.g. less than 5 spaces become available in Lorry Park) a nominated Marshal or Marshals are deployed at strategic points on site to control phased movement of vehicles (Lorry Park at entrance, Front & Back loading area, other areas as necessary)
- Advise transport suppliers of the best 'off-peak' times to arrive on site for fast turnaround
- Ensure both Weighbridges are manned at peak time with 1 IN Bridge Operator and 1 OUT Bridge Operator to ensure prompt processing.
- Keep spare Load Cells (for weighbridge) as a Stock item – so that Maintenance Contractor has the ability to quickly restore weighbridge operation for most faults.
- Hire temporary weighbridge for placement on Lorry Park if identified fault is not resolvable within 24 hours
- Stack incoming Timber delivery vehicles alongside rail siding to alleviate potential issues with Product collection vehicles
- In the event that there is an identified cause for potential vehicle congestion e.g. extended weighbridge breakdown or temporary closure of contingency vehicle stocking area, then the Despatch and Goods Inward would liaise with suppliers to allocate specific time slots for collections and deliveries. Such an eventuality is deemed very unlikely following implementation of the other contingency methods outlined above.