

Traffic Management Plan

First Milk/Grocontinental Maelor Creamery Cross Lanes Wrexham

Rev 2 01.02.2013 PW

Introduction

The Traffic Management Plan has prepared for First Milk, Wrexham by Chalcroft EHS Advisor and Project Manager following a process of consultation and ongoing dialogue with the following parties

- First Milk
- Grocontinental
- Local planning authority
- Blue Arrow Traffic Management

The aim of the traffic management plan is to lay out the requirements and provisions to be implemented in the process of achieving the most efficient and safe movement of vehicles on the public highway around the site in conjunction with the efficient movement of vehicles onto and off the site.

The Traffic Plan details provisions to cater for the additional traffic over and above the normal through traffic expected to attend the area during construction of the new buildings.

The Traffic Plan is a working document reflecting the responses of the management team to a variety of issues affecting the flow of traffic around the area of the site.

No amendments will be made to the enclosed plans without first notifying those affected by any changes. Alterations to the plan will only be carried out to improve the performance of the general aims and objectives of the plan itself, that being the safe and efficient movement of vehicles along the highway, around the site and on site.

The report is split into the following areas.

1. Project Description
2. Vehicle routing
3. Traffic levels and expected peaks
4. Parking
5. Route signage
6. Pedestrian Access
7. Communications
8. Emergency access onto site
9. Road Cleaning
10. Lighting
11. Site Layout Plan

1. Project Description

The project consists of staged demolition of an existing packaging facility along with redundant buildings and structures on the site. The construction of a new chill store and cheese cutting and packing factory along with new M&E services, landscaping and electrical diversions. These works are programmed to take approximately 12 months.

2. Vehicle Routing

The access route for all deliveries and HGV vehicles will be via the A525 onto Pickhill Lane (Green Route) and through Gate1, with the exception of Gate 2 (Amber Route) being utilised where logistic issues would mean it would be safer to use Gate 2 and for emergency vehicles requiring access. There will be No access for deliveries and HGV's from the B5130 (Red route).

All HGV's exiting the site will be instructed that they are to turn left towards the A525. This will be clearly stated on all orders placed, along with directional signage erected on site at the main entrance and exit points as part of this site plan.

3. Traffic levels and expected peaks

Over the period of the project there will be different levels of traffic flow expected that will be dependent on the nature of the works taking place at any given time.

There will be an increase in Non HGV and HGV traffic which will be made up of construction operatives works vehicles and deliveries of plant and construction materials.

Daily peak times, Monday to Friday, for construction based Non HGV, up to 20 vehicles, will be between 07.00-08.00hrs and 15.00-18.00hrs.

Peak times on Saturdays will be between 07.30-08.30hrs and 12.00-14.00hrs.

Contractor vehicles will use Gate 1 for access

Daily peak times of client personnel will be at the shift change over times of 06.00hrs and 18.00hrs.

HGV vehicles will be programmed to deliver between the hours of 08.00 and 17.00hrs, Monday to Friday and 08.00-13.00hrs on Saturdays, however, wide and restricted loads may operate outside of these hours due to external permit restrictions placed upon them. The predicted number of HGV's accessing site will be up to 5 per day through Gate 1 with Gate 2 being used for access to the North side of the site during activities taking place on that area of site eg, concrete pours. The expected number of HGVs to use gate 2 will be up to 20 when these activities are taking place. These activities will take place within the first 6 months of the project and occur approximately once per week.

During the winter months when there is less daylight hours delivery times will be adjusted to reduce vehicle movements during the hours of darkness.

4. Parking

The site will have sufficient capacity parking to allow all site vehicles to park within the site confines, up to 20 contractors cars and 5 visitor spaces. All HGV's will have a lay down area on site and will be brought straight onto site to prevent traffic build up on Pickhill lane. HGV deliveries will, where possible, be planned to deliver with 30 minute intervals between them.

The movement of HGV's will be overseen by a competent person to ensure that there is free flowing traffic and no interaction with other vehicles along the main site entrance which may lead to congestion.

5. Route Signage

The A525 will have signage erected on both sides of the carriage way guiding all vehicles towards the site. This will be in addition to directional signage placed along Pickhill Lane and within the CDM area. The signage will be displayed clearly on the grass verges on fixed poles and will not be placed on the highways. This will ensure that there are no obstacles placed on the highway or foot paths which may affect traffic/pedestrian movement.

The signing plan has been developed by, and through consultation with, Blue Arrow Traffic Management LTD of Runcorn. The signage plan is attached to this plan.

6. Pedestrian Access

Pedestrian access will be maintained to the Public Right Of Way that is adjacent to the site compound. This will be done by erecting orange netting secured with road pins to provide a segregated walkway. A "Beware Pedestrians Crossing" sign will be clearly displayed at the entrance and exit of the site in addition to a 5MPH site speed limit that will be implemented.

7. Communications

Regular progress meetings will be held with the client to keep them informed of planned traffic movements for the week. This information of wide or restricted loads will also be conveyed to the client where a conflict of client personnel and the load may take place. This will ensure that all persons who may be affected including local residents are aware of the planned movement. This plan with illustrations will be forwarded to all contractors to be distributed to their transport companies/delivery companies for their drivers to adhere to.

8. Emergency access onto the site

Emergency access onto the site will be via Gate 1 (Green Route) and Gate (2 Amber) Route. The gates will be clearly marked GATE1, GATE2 and this information will be conveyed to the emergency services when an incident occurs to ensure that the Emergency vehicles access directly to the area where the incident has taken place.

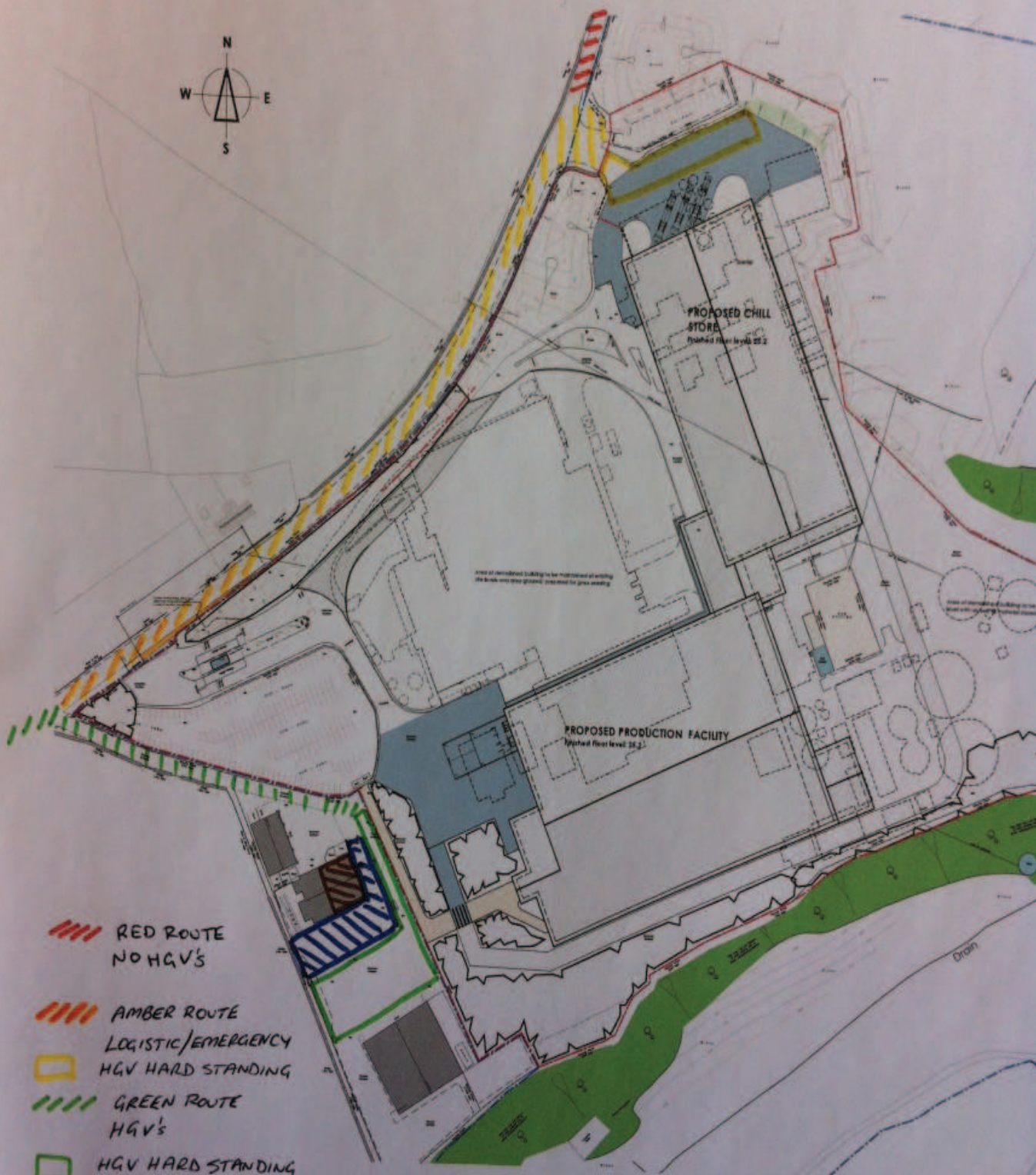
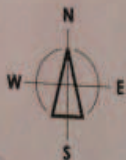
9. Road Cleaning

Chalcroft shall ensure that all vehicles leaving the site do not transport mud or debris out on to the highway. This will be done by ensuring all drivers sweep their vehicles clean before leaving site and that hard standing lay down areas, which are already in place, are used for vehicles to stand on during loading and unloading, where possible. A Road sweeper will be arranged, as required, should site conditions dictate that one is required. This may be due to inclement weather.

10. Lighting

There will be suitable and sufficient lighting on site which will be utilised during the hours of darkness or in bad weather to ensure that the site operatives and pedestrians on shared routes can be clearly seen. The level of lighting will increase as the site works progress to maintain the lighting levels. During the winter months when there are less daylight hours delivery times will be adjusted to reduce vehicle movements during the hours of darkness.

11. Site Layout Plan



-  RED ROUTE
NO HGV'S
-  AMBER ROUTE
LOGISTIC/EMERGENCY
-  HGV HARD STANDING
-  GREEN ROUTE
HGV'S
-  HGV HARD STANDING
GREEN ROUTE
-  SITE OFFICE
-  CONTRACTOR/
STAFF PARKING
(CONSTRUCTION)

