



**Glandŵr Cymru**  
Canal & River Trust in Wales

# **P12127 Montgomery Restoration LUF**

## **Wern Reserve**

### **Construction Traffic Management Plan**

## Contents

### Introduction

Proposal	page 3
Location	page 3
Stakeholders	page 4

### Site

Access Routes	page 4
Compound	page 4
Car Parking	page 4
Site Access	page 4
Swept Path Analysis	page <u>5</u>
Access Track	page <u>7</u>
Canal Piped Causeway	page <u>7</u>
Pedestrians	page 7
Security	page 8

### Construction

Working Hours	page 8
Imports	page 8
Exports	page 8
Quantities	page 8
<u>Wheelwash</u>	page 8
Site Storage	page 8

<b>References</b>	page 8
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# Introduction

## Proposal

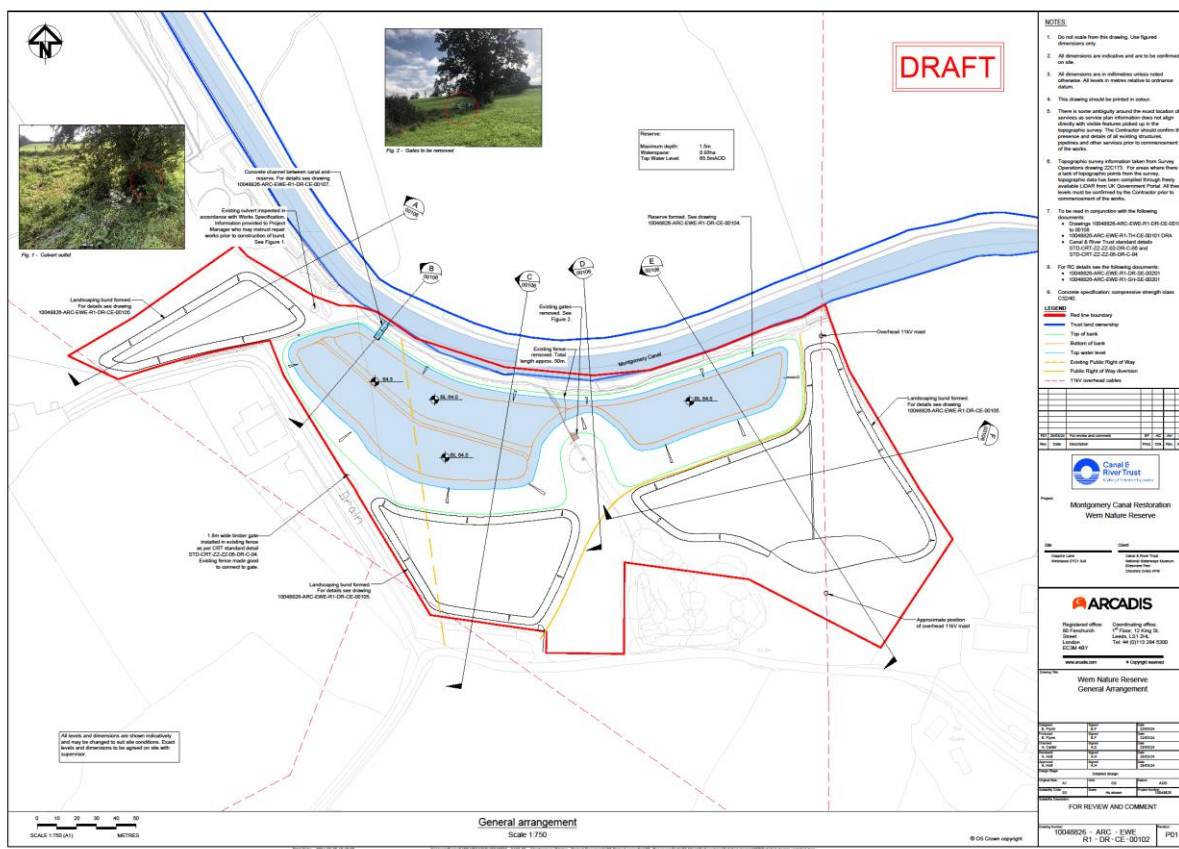
As part of the Levelling-up-Fund restoration of the Montgomery Canal it is intended to create an offline wet nature reserve adjacent and connected to the canal near Wern, Powys

The reserve will be just under a hectare in area with water depths varying from shallows up to 1.5m to provide habitat for varied aquatic flora and fauna (Figure 1).

The reserve will be excavated within a pasture field with much of the excavated material used to form natural mounds surrounding the new ponds.

A small reinforced concrete channel will connect the reserve to the canal. This channel will incorporate stop-planks to control water ingress and egress.

Figure 1 Reserve general arrangement



## Location

The site lies just to the south of the Montgomery Canal at the south end of the Wern Embankment.

This part of the canal is about 6.5km north of Welshpool, Powys and 17km south of Oswestry, Shropshire; just west of the A483 Trunk Road.

The site can be reached along Coppice Lane from its junction on the A483 near Pool Quay but this lane is narrow and in poor condition and will not be used for construction purposes.

The Grid Reference (mid-pond) is: 325650, 313050

The nearest postcode is: SY21 9JX on the reserve side of the canal (Coppice Lane).

The nearest postcode is: SY21 9LG on the towpath side of the canal for site access.

## **Stakeholders**

Local Highway Authority is Powys County Council.

A483 is a Trunk Road under the jurisdiction of the North and Mid-Wales Trunk Road Agency.

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## **Site**

### **Access Routes**

The site lies just to the west of the main A483 Trunk Road running north/south through Powys. This trunk road provides good connections from North Wales and the Midlands via Oswestry to the north and to South Wales via Welshpool to the south.

### **Compound**

The compound comprising hardstanding for offices, stores, site plant, etc. will be located adjacent to the area of the reserve works.

### **Car Parking**

The compound area will be of sufficient size to accommodate parking for staff and operatives.

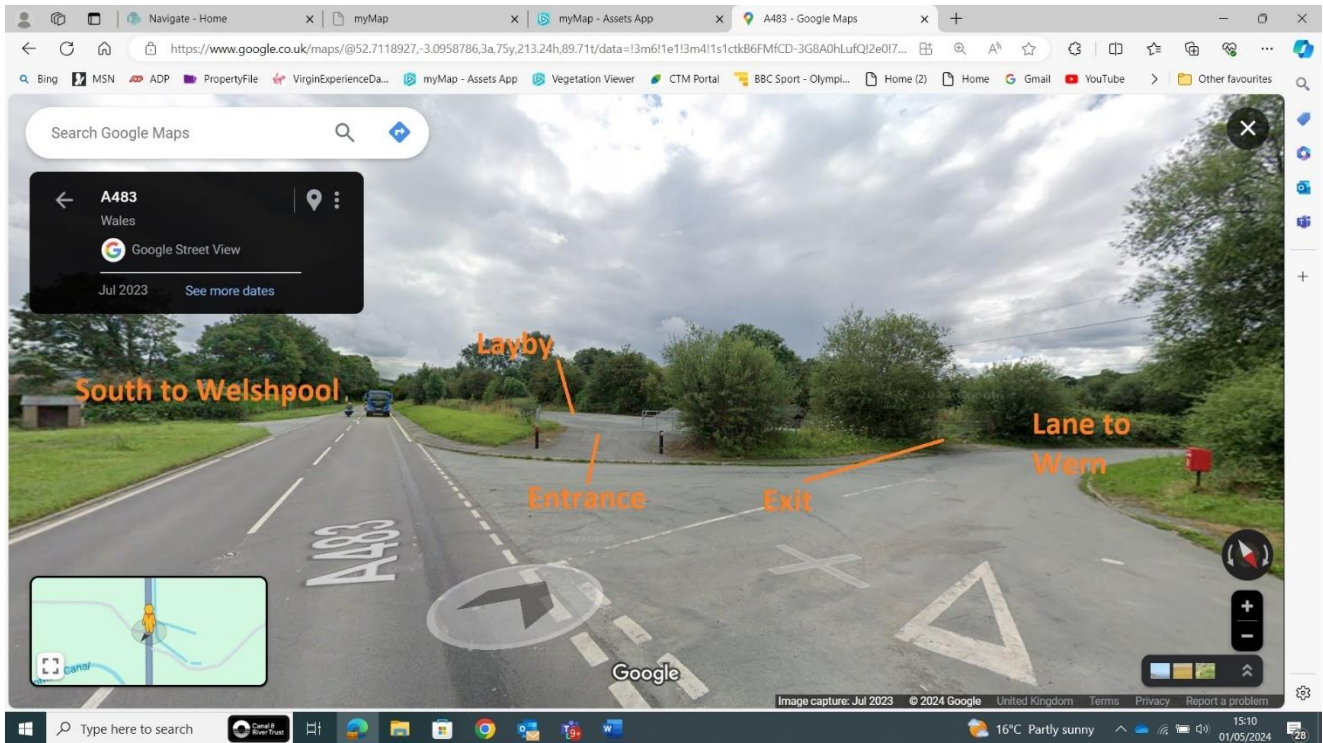
### **Site Access**

Coppice Lane is too narrow and poor condition to allow site access for any vehicles. The main entrance to the site will be through the extended layby at the junction of the A483 and the lane to Wern. This area has good access to the junction with good visibility in all directions (Figure 2) Construction vehicle turning circles (swept path analysis) are shown below.

The layby is of sufficient size that construction vehicles can leave the main road without delay and be marshalled without interfering with the highway.

The A483 is straight with wide verges and good visibility past the access site.

Figure 2 A483 junction



Appropriate signage warning of the works entrance will be erected in accordance with Chapter 8 of the Traffic Signs Manual including a temporary reduction from National Speed Limit to 40mph for the duration of the works. The speed restriction will only apply during the working day when there are vehicle movements in and out the site access.

Any signage will be erected on the main A483 and the side road to Wern adjacent to the layby. The junction will not be altered in layout or visibility in any way.

It is expected that there will be approximately 40 vehicle movements in and out during each day at the peak of works.

### Swept path analysis

Long articulated vehicles will be used at the beginning and end of works to bring and take plant and equipment. The swept path analysis for long articulated vehicles (Figure 3 and Figure 4 ) indicates that the vehicle will have to encroach opposite side of carriageway of the unnamed road in order to access the site. This movement will require traffic control measures to ensure that any oncoming traffic is made aware'. The majority of vehicles that will be used during the construction work, will be the smaller standard 8 wheeler.

Figure 3 Swept path analysis (north bound traffic) – long articulated vehicle

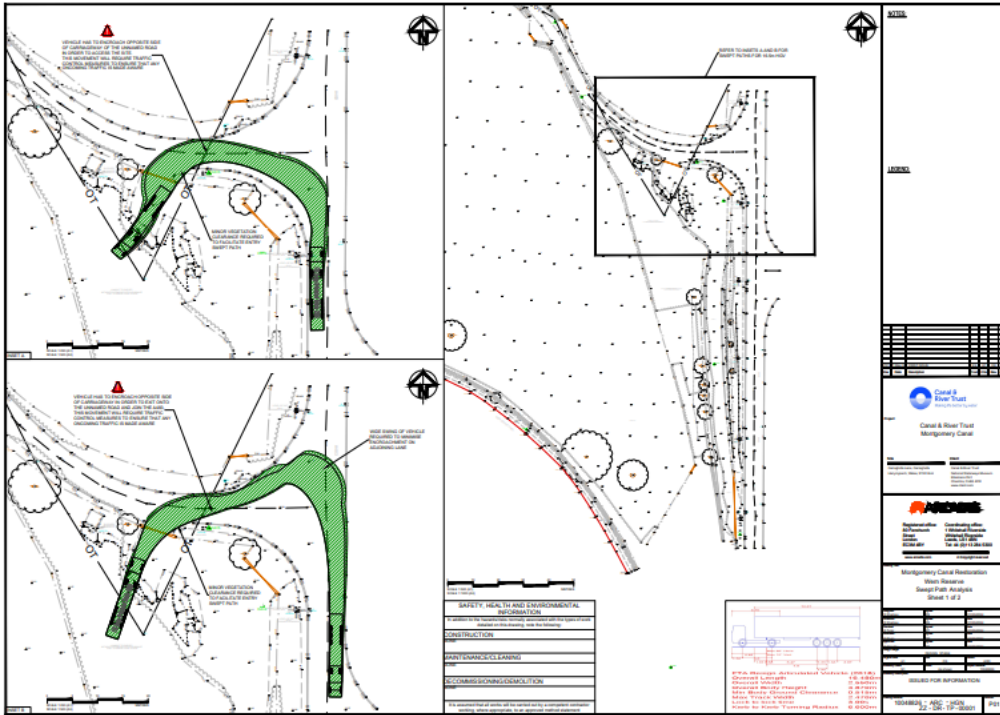
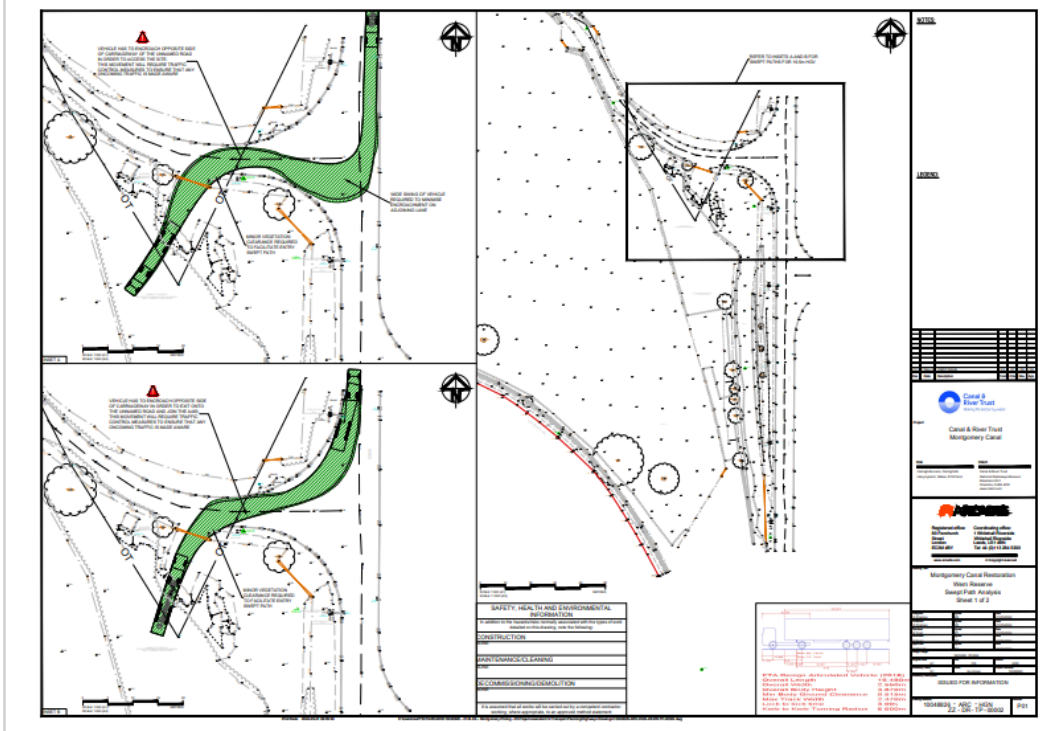


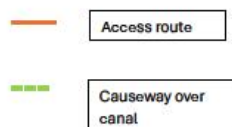
Figure 4 Swept path analysis (south bound traffic) – long articulated vehicle



## Access track

The site access will be connected to the works area and compound via a temporary track across an agricultural field (Figure 5). The track will be designed and constructed by the Principal Contractor and may consist of geogrid/textile and stone or a proprietary matting system.

Figure 5 Temporary access track and canal causeway



## Canal Piped Causeway

At the site end the access track will rise to the towpath level and cross the canal on a temporary piped causeway constructed of 6no 900mm diameter twin-wall pipes with stone surround and roadway

## Pedestrians

No pedestrians should be affected at the Site Access as it is a major trunk road with no footways. The towpath will be affected by the piped causeway but the public right of way (PROW) will be maintained across the Access Track and pedestrian movements will be marshalled by site staff during the working day.

There is a PROW which crosses the reserve site but this will be closed with a TTRO for the duration of the works.

## **Security**

The site compound will be protected by security outside normal working hours.

The site itself will be secured with Heras fencing

Entrances and egresses at the Site Access will be closed and locked outside working hours as will compound gates and any gates at the canal piped causeway

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## **Construction**

### **Working Hours**

Working hours at the site will nominally be 0730-1800hrs Monday-Friday and 0800-1300 Saturday

### **Imports**

Imports to the site will include pipes, stone, track material, fencing, compound offices and stores, plant and equipment, concrete, reinforcement, sheet piles generally early in the project programme.

### **Exports**

Most of the excavated material from the reserve ponds will be reused in shaped landscaping mounds around the new wet areas

Exports from the site will include temporary materials together with plant and equipment generally late in the project programme. Throughout the works excess topsoil and subsoil will be exported from the site as it is produced.

### **Quantities**

Principal numbers - approximately:

Temporary stone for compounds and access tracks – 2,000m<sup>3</sup> equivalent to 200 loads (in and out)

Topsoil surplus to requirement – 11,000m<sup>3</sup> equivalent to 1,100 loads

Subsoil surplus to requirement – 3,000m<sup>3</sup> equivalent to 300 loads

### **Wheelwash**

At certain times of year it may be necessary to provide a wheelwash facility during export activities.

If conditions require this facility it would be placed in or adjacent to the surfaced layby area

Road sweepers will be used as required to keep the local access roads clean.

### **Site Storage**

There is no great need for large storage areas for imported materials as these will be used shortly after delivery. Export materials may be kept in stockpiles on the site until quantities permit economic export.

### **References**

Transport Statement - Document number: 10048826-ARC-XXX-XX-TR-TP-00002 P06