



Glandŵr Cymru
Canal & River Trust in Wales

P12127 Montgomery Restoration LUF

Vyrnwy Reserve

Construction Traffic Management Plan



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Introduction

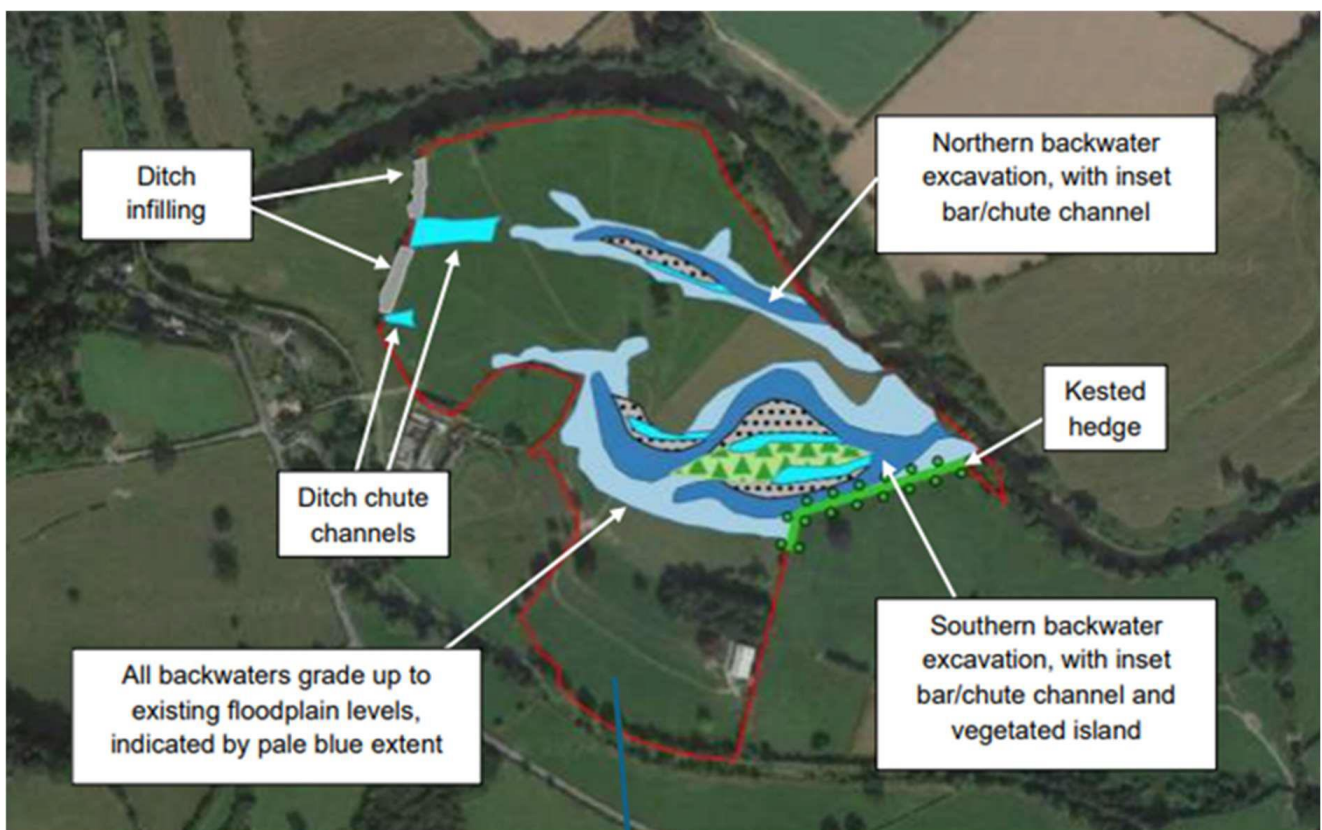
Proposals

As part of the Levelling-up-Fund restoration of the Montgomery Canal, it is intended to create an offline wet nature reserve between the River Vyrnwy and the canal near Newbridge, Llanymynech, Powys

The reserve will be approximately 6 hectares in area with a mixture of dry land and ponds open to the river 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 create bunds against the canal embankment to provide additional support.

Figure 1



Location

The site lies on flood plain just to the north of the Montgomery Canal and south of the River Vyrnwy near Newbridge Powys

This part of the canal is about 13km north of Welshpool, Powys and 10km south of Oswestry, Shropshire; just west of the A483 Trunk Road

The site can be reached along Parsons Lane from its junction on the A483 near Four Crosses but this lane is narrow. There is an alternative access from the B4393 road. This access crosses the Trust Bridge No 97 Pentreheylin which will need to be strengthened with road plates if used by HGVs

The Grid Reference (mid-reserve) is: 325886, 319391

The nearest postcode is: SY22 6PG at the Newbridge end

The nearest postcode is: SY22 6RA at the Four Crosses end.

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

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 within the red line boundary.

Car Parking

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

Site Access

The main entrance to the site will be from the junction of the A483 near St Tysilio's Church. This junction has good visibility in all directions (Figure 2 and Figure 3).

The junction 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

Traffic management will be required on Parsons Lane during earth haulage phase as the lane is narrow. The contractor will devise a safe method of operation by controlling traffic at each end of the Lane to ensure it is not blocked by passing vehicles.

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. The junction will not be altered in layout or visibility in any way.

It is expected that there will be approximately 80 vehicle movements in and out during each day at the peak of works.

Figure 2 Site access from A483



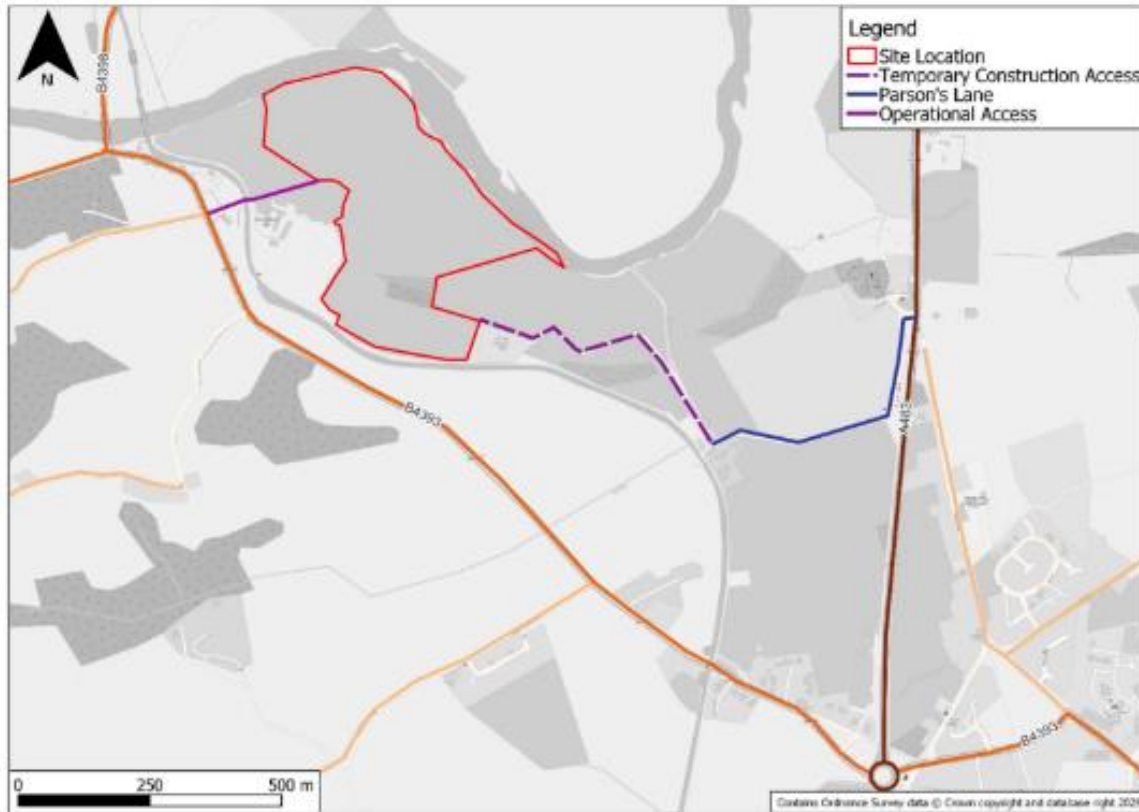
Figure 3 Junction between Parsons Lane & A483



Access track

Parsons Lane access will be connected to the works area and compound via a temporary track (Figure 4) utilising existing farm tracks and extending across an agricultural field. 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 4 Temporary access track



Pedestrians

Pedestrians may be affected on Parsons Lane. The lane carries the Offa's Dyke Path National Trail. The contractor will consider diverting any path users to one of the footpaths connecting Llandysilio to the canal towpath (222/34/1 or 222/35/1) when haulage along Parson's Lane is planned.

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.

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, generally early in the project programme.

Exports

Most of the excavated material from the reserve ponds will be reused in shaped landscaping mounds on the higher ground adjacent to the canal embankment.

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 – 2,000m³ equivalent to 200 loads (in and out)

Subsoil surplus to requirement – 23,000m³ equivalent to 2,300 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 adjacent to the compound area in advance of Parsons Lane.

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.

Review Strategy

Initial Assessment

The plan will be reviewed with the successful contractor considering the site layout, access points, traffic flows and mitigation strategies.

During the site phase the contractor will consult with local authorities, and other affected parties to gather feedback on any potential issues.

Prior to commencement the contractor will conduct a physical inspection of the site to identify any discrepancies between plan and site and assess the effectiveness of planned traffic control measures.

Data Collection and Analysis

The contractor will analyse any traffic accidents or near misses occurring during construction to identify any high-risk areas and potential safety concerns.

Feedback from residents, local businesses and schools will be collated analysed from meetings and online platforms to understand their experiences with construction traffic.

Specific Review Areas

The efficiency of site entrances will be monitored and evaluated together with local access routes to the site

Traffic management systems will be reviewed to ensure safety and clarity for drivers. Safety measures for pedestrians will be reviewed throughout the works as tasks progress.

Working hours and delivery schedules will be reviewed to ensure that the impact of the construction works on the immediate area is minimised and adjustments will be considered if necessary.

Implementation and Monitoring

The Construction Traffic Management Plan is a live document. Where areas for improvement are identified adjustments to the plan will be made and these recommendations communicated to stakeholders and relevant authorities

References

Latest version of:

Transport Statement - Document number: 10048826-ARC-XXX-XX-TR-TP-00005-P03