

# Land off Coppice Lane, Wern

## Transport Statement

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## Transport Statement

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# 1 Introduction

## 1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by Arcadis Consulting UK Limited ('Arcadis') on behalf of the Canal & River Trust in support of the construction of a nature reserve adjacent to the Montgomery Canal, known as Wern Reserve, comprising the construction of a new offline nature reserve together with associated landscaping and enabling works, hereby known as the Proposed Development.
- 1.1.2 The Proposed Development forms part of the Montgomery Canal Restoration Project and is located off Coppice Lane, Wern, under the jurisdiction of Powys County Council (PCC). Implementation of the nature reserve at this location also requires a public footpath diversion through the site, connecting the offside embankment of the Montgomery Canal and Coppice Lane (Route: 214/243/1), with The Trust currently in the process of purchasing the land from PCC.
- 1.1.3 This TS has been produced in order to provide an appraisal of the local transport network following implementation of the Proposed Development in line with local and national planning policy.

## 1.2 Montgomery Canal Restoration Project

- 1.2.1 The Montgomery Canal Restoration Programme has secured extensive Levelling Up funding from the UK Government and in partnership with Powys County Council, the Canal & River Trust will deliver a range of significant enhancements along a 7 kilometre (km) stretch of the canal. The full package of works will be completed by 2025, whereby the restoration work will boost the local area by improving people's health and wellbeing, enhancing the natural and built heritage, increasing tourism and creating new jobs for local communities.
- 1.2.2 The overarching programme of work will focus on:
- Rebuilding of Walls Bridge (Carreghofa Lane Bridge) and Williams Bridge to enable future navigation.
  - Dredging / bank works to the unnavigable 7km section between Llanymynech and Arddleen – which will also see the provision of a sustainable cycle and walking route along the canal corridor.
  - The creation of off-line water-based nature reserves.
  - Conservation – to meet ecological requirements for restoration.
  - Critical repairs and improvements at Aberbechan Aqueduct.

## 1.3 Planning History

- 1.3.1 A pre-application enquiry for of the construction of a nature reserve at Montgomery Canal, known as Wern Reserve, was submitted to PCC on 14<sup>th</sup> July 2023 (Land at Coppice Lane, Wern; 23/0105/PRE). PCC has noted that a Construction Traffic Management Plan (CTMP) is advised to be submitted alongside this TS.

1.3.2 The Canal & River Trust submitted a Certificate on Lawfulness to PCC on 17<sup>th</sup> August 2023 (Reference: 23/1288/CLP).

## 1.4 Site Location

1.4.1 The Proposed Development is located off Coppice Lane, circa 1.5km south of Wern, and 200m south of the proposed access on the Unnamed Road. The Unnamed Road forms one priority junction with the A483, circa 250m north-east of the Proposed Development. The Proposed Development is currently undeveloped arable land and bordered by Coppice Lane to the south, a residential property and farm track to the west, hedgerows to the east and the Montgomery Canal along the northern boundary. The site location can be viewed on Figure 1 and the proposed site plan is included at [Appendix A](#).

Figure 1: Site Location



## 1.5 Report Structure

1.5.1 The remainder of the TS is set out as follows:

- **Chapter 2** provides a review of relevant national and local policy in relation to the Proposed Development.
- **Chapter 3** describes the existing highway network, provides an analysis of collision data, presents base year traffic flows, and the sustainable accessibility of the Proposed Development, including accessibility by walking and cycling and public transport.

- **Chapter 4** presents an outline of the Proposed Development.
- **Chapter 5** describes forecast operational and construction trip generation of the Proposed Development.
- **Chapter 6** sets out the overarching transport objective for the Proposed Development and provides an outline of the movement and access strategy.
- **Chapter 7** brings together earlier chapters of the report to provide an overall summary and conclusion.

## 2 Planning Policy

### 2.1 Overview

2.1.1 This section provides a summary of the policy framework in relation to the Proposed Development at both a national and local level.

### 2.2 National Policy

#### Planning Policy Wales; Technical Advice Note (TAN) 18: Transport (2007)

2.2.1 Welsh Government Planning Policy Wales; TAN 18: Transport (2007) sets out how to integrate land use and transport planning and provides a framework for the assessment and mitigation of transport impacts. The note includes advice for transport related issues when planning for new developments, encompassing advice on location of development, parking and design of development, and walking, cycling and sustainable transport infrastructure.

2.2.2 Local authorities require developers to submit Transport Assessments to accompany planning applications for developments likely to result in significant trip generation, whereby a Transport Assessment should clearly demonstrate the likely impact of a proposed development. The aims of undertaking the Transport Assessment and establishing a Transport Implementation Strategy are to:

- Understand the transport impacts of the development.
- Clearly communicate the impacts to assist the decision-making process.
- Demonstrate that the development is situated in a location that will produce a desired and predicted output.
- Mitigate negative transport impacts through the design process and (where applicable) secured through planning conditions or obligations.
- Maximise the accessibility of the development by non-car modes.
- Contribute to relevant development plan and Regional Transport Plan<sup>1</sup> objectives relating to accessibility of services and modal share.

#### Active Travel (Wales) Act (2013)

2.2.3 The Active Travel (Wales) Act came into force in 2013 and places a legal duty on local authorities to continuously improve infrastructure and routes for pedestrians and cyclists. The Act symbolises a landmark shift in policy direction to encourage and prioritise walking and cycling. The Act requires all local authorities to prepare maps of current access and identify potential future routes for use for active travel. The Act places a requirement upon all new road schemes and improvement schemes to consider the needs of pedestrians and cyclists at every stage, in particular during design. The Act aims to promote active travel by securing new and improved active travel routes and related facilities to enable people to partake in sustainable travel.

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<sup>1</sup> Local Transport Plans have now replaced Regional Transport Plans

## Public Rights of Way Improvement Plan (2019)

2.2.4 The Countryside and Rights of Way Act 2000 requires every local authority to prepare and publish a Rights of Way Improvement Plan for the management, provision and promotion of the public rights of way (PRoW) in their areas. The plan sets out our rights of way strategy for the next 10 years and it aims to provide local communities and visitors with a sustainable opportunity to enjoy the countryside in their close locality. The plan includes the following objectives:

- *'To raise the importance and profile of the local rights of way network as an alternative, healthy, safe and sustainable way to travel.*
- *To continually improve the network to encourage more people to change their modal habits and travel patterns.*
- *To continually assess future demands and the different needs and abilities of existing and future users of the local rights of way network.'*

## Net Zero Wales Carbon Budget 2 (2021–2025)

2.2.5 Of relevance to this study, the Budget states its ambition to invest significantly in active travel between now and 2040. According to the Budget, this will include funding *'significant increases in the quantity and quality of cycling and walking routes and infrastructure by investment in area-wide networks of better, safer cycling tracks.'*

## Future Wales: The National Plan 2040 (2021)

2.2.6 Future Wales – The National Plan 2040 is the national development framework which sets the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities.

2.2.7 The plan outlines 11 outcomes which are overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales. The Future Wales Outcomes are outlined as *'A Wales where people live...*

- *... and work in connected, inclusive and healthy places – Our cities, towns and villages will be physically and digitally well-connected places, offering good quality of life to their residents.*
- *... in vibrant rural places with access to homes, jobs and services – In rural areas, job opportunities and community services will be supported to help attract and retain people.*
- *... in distinctive regions that tackle health and socio-economic inequality through sustainable growth – The regional approach will recognise that different parts of Wales work differently to each other, with distinct underlying characteristics and challenges.*
- *... in places with a thriving Welsh Language – We aim to have a million speakers in Wales by 2050 – an increase of almost 80% on current levels.*
- *... in places where prosperity, innovation and culture are promoted – Development plans will have a forward thinking, positive attitude towards enabling economic development, investment and innovation.*
- *... in places where travel is sustainable – All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today's petrol and diesel vehicles.*



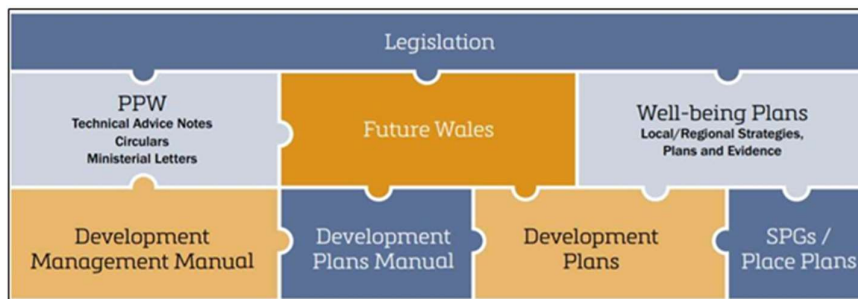
- **... in places that sustainably manage their natural resources and reduce pollution** – Wales’ natural resources, including its minerals, soils and geodiversity, coast, water, forests and landscape support a range of activities and sectors and are assets of great value in their own right.
- **... in places with biodiverse, resilient and connected ecosystems** – The variety of flora and fauna found across Wales make Wales a special place.
- **... in places which are decarbonised and climate resilient** – The challenges of the climate emergency demand urgent action on carbon emissions and the planning system must help Wales lead the way in promoting and delivering a competitive, sustainable decarbonised society.’

## Planning Policy Wales | Edition 11 (2021)

2.2.8 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of TANs, Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs and policy clarifications letters comprise national planning policy.

2.2.9 PPW sets out Welsh Government objectives, strategies and policies related to land use. The latest PPW has been shaped around the policy themes of the well-being goals and updated to reflect the most recent Welsh Government strategies and priorities. PPW Edition 11 includes four key themes that collectively contribute to placemaking: Active and Social Places, Productive and Enterprising Places, Distinctive and Natural Places, and Strategic and Spatial Choices. The Planning Framework for Wales, within which PPW Edition 11 sits is set out within Figure 2.

Figure 2: Planning Framework for Wales



## Transport

2.2.10 Policy 4.1 for Transport states:

*‘The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*

- **Enabling More Sustainable Travel Choices** – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;
- **Network Management** – measures to make best use of the available capacity, supported by targeted new infrastructure; and

- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.’*

## **Transport Assessments**

2.2.11 Paragraph 4.1.55 of the PPW states:

*‘Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.’*

## **Active Travel**

2.2.12 PPW finds that walking and cycling support valuable social and recreational opportunities and are integral to placemaking, creating life and activity in public places and providing the opportunity to meet people. Sustainable places invite people to walk and cycle as part of their everyday routine. The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.

## **Active and Social Streets**

2.2.13 Well-designed, people orientated streets are fundamental to creating sustainable places and increasing walking, cycling and use of public transport. New development should improve the quality of place and create safe, social, attractive streets where people want to walk, cycle and enjoy, and children can play. To make streets safer and more attractive places for people, the Welsh Government is making 20mph the new default speed limit for most streets from September 2023 and taking measures to prevent pavement parking.

## **Sustainable Transport**

2.2.14 The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport.

## **Llwybr Newydd: The Wales Transport Strategy (2021)**

2.2.15 Llwybr Newydd: The Wales Transport Strategy (WTS), sets out the Welsh Government’s vision on how the transport system can help to deliver priorities for Wales. The WTS sets out short-term priorities and long-term ambitions supported with nine mini-plans outlining how these will be delivered for different transport modes and sectors.

2.2.16 Three headline priorities are identified over the next five years:

- *‘Bring services to people in order to reduce the need to travel.*
- *Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.*
- *Encourage people to make the change to more sustainable transport, which is reflected in the Sustainable Transport Hierarchy.’*

2.2.17 The WTS states that where there is a need for new transport infrastructure, the Sustainable Transport Hierarchy will be used to give priority to interventions that support walking and cycling and other sustainable modes over private motor vehicles.

2.2.18 Along with this, the WTS states that:

*‘Over the next five years we will:*

- *Maintain and operate the Strategic Road Network in a way that meets our statutory obligations, minimises adverse environmental impacts, promotes active travel, sustains and creates employment in Wales and reduces the backlog of maintenance.*
- *Upgrade, improve and future-proof our road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability, resilience, modal shift and electric bike, motorbike and vehicle charging.*
- *Improve asset management for road infrastructure to reduce the maintenance backlog, operate more efficiently, free up funding for improvements and maintain and enhance biodiversity, ecosystem resilience and protect historic environment assets on the soft estate.’*

## 2.3 Local Policy

### Mid Wales Local Transport Plan (2015)

2.3.1 The Mid Wales Local Transport Plan (LTP) (2015) covers the Authorities of Powys, Ceredigion and Gwynedd with the aim to address the key issues and opportunities for Mid Wales, noted as follows:

- Difficulties in gaining access to employment and services, particularly for those without a car and because of the need to travel long distances.
- Poor opportunities for passing, pinch point and constraints on the strategic road network leading to increased journey times and reduced journey time reliability for the movement of people and goods within the region and to key destinations outside of Mid Wales.
- Increased risks to the resilience of the network through impacts of climate change, including flood risk.
- Opportunities to increase mode share by active travel modes and to improve the health and well-being of the local community and to continue to improve the road safety record.

2.3.2 The LTP states that:

*‘Walking and cycling are important travel modes for not just journeys to work, but leisure walking and cycling are important activities for the region’s residents and supporting the tourism industry. Encouraging walking and cycling gives the opportunity to improve health and wellbeing as well as reduce carbon impacts of transport in the region’.*

2.3.3 Highway safety is of key importance across the region, as stated in the LTP:

*‘A further key challenge for the region and the LTP is to continue to improve road safety across Mid Wales, by both reducing the number of accidents and casualties, in particular the number of killed and seriously injured (KSI) casualties.’*

## Mid Wales Regional Highways Strategy (2012)

2.3.4 The Mid Wales Regional Highways Strategy (2012) has been produced for Trafnidiaeth Canolbarth Cymru (TraCC) for the Mid Wales Region. The strategy established a vision for the TraCC region as follows:

*'To plan for and deliver in partnership an integrated transport system in the TraCC region that facilitates economic development, ensuring access for all services and opportunities, sustains and improves the quality of community life and respects the environment.'*

2.3.5 Ten regional priorities were also established, the following of which were relevant to this TS:

- *'Minimise the impact of movement on the global and local environment and ensure the highest levels of protection to European Sites.*
- *Improve safety and security for all transport users.*
- *Improve travel accessibility to services, jobs and facilities for all sectors of society.*
- *Provide, promote and improve sustainable forms of travel.*
- *Maintain and improve the existing highway and transport infrastructure.*
- *Ensure travel and accessibility issues are properly integrated into land use decisions.*
- *Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and other regions of Wales and England.*
- *Deliver a co-ordinated and integrated travel and transport network through effective partnership working.'*

## Powys Local Development Plan (2011–2026)

2.3.6 The Powys Local Development Plan (LDP) was adopted in April 2018 and sets out PCC's policies for the development and use of land in Powys, up to 2026. Transport policy T1 is as follows:

*'Policy T1 – Travel, Traffic and Transport Infrastructure*

*Transport infrastructure, traffic management improvements and development proposals should incorporate the following principal requirements:*

1. *Safe and efficient flow of traffic for all transport users, including more vulnerable users, and especially those making 'Active Travel' journeys by walking or cycling.*
2. *Manage any impacts to the network and local environment to acceptable levels and mitigate any adverse impacts.*
3. *Minimise demand for travel by private transport and encourage, promote and improve sustainable forms of travel, including Active Travel opportunities in all areas.*

Transport infrastructure improvements will be supported where they promote sustainable growth, maximise the efficiency and safety of the transport systems, improve public and private transport integration and encourage passenger and freight rail operations'.

## 3 Existing Transport Conditions

### 3.1 Overview

- 3.1.1 This chapter focuses on the existing highway network, traffic conditions and sustainable transport connectivity within the vicinity of the Proposed Development.

### 3.2 Highway Network

#### Unnamed Road between A483 and Wern

- 3.2.1 The construction access to the Proposed Development is located off an Unnamed Road to the north, which provides access to the site. The Unnamed Road is an unmarked single carriageway, bordered by hedgerows on either side for the majority of the highway, with a residential property and access bordering the north of the highway in the vicinity of the proposed site access. The road is subject to the national speed limit. To the west, the Unnamed Road bridges the Montgomery Canal before connecting with the hamlet of Wern and forming a priority junction with the B4392. To the east, the Unnamed Road forms a priority junction with the A483.

#### Coppice Lane

- 3.2.2 Access to the Proposed Development once the site is in operation is located off Coppice Lane, to the south, which is an unmarked single carriageway, bordered by hedgerows on either side of the majority of the highway. A residential property and access are located to the south-west of the site in the vicinity of the proposed site access. The road is subject to the national speed limit. To the east, Coppice Lane bridges the Montgomery Canal before forming a D-junction with the A483 in the form of two-priority junctions.

#### A483

- 3.2.3 The A483 is a trunk road that runs in a north-south alignment along the English-Welsh border for the northern section of the carriageway, with the full road running between Chester and Swansea. The section of road that runs in the vicinity of the Proposed Development, with its junction with Coppice Lane, is a single carriageway bordered by a grass verge on both sides and subject to the national speed limit.

## Existing Traffic Flows

3.2.4 Traffic flows have been obtained for the A483, circa 3km south of the junction with the Unnamed Road, which provides an accurate representation of traffic flows on the A483. A summary of traffic flows, provided as Average Annual Daily Traffic (AADT), is outlined in Table 1.

Table 1: 2022 DfT Traffic Counts A483 Llandysilio, Automatic Traffic Counter

Year	Cars and Taxis	Two Wheeled Motor Vehicles	Pedal Cycles	Buses and Coaches	Light Goods Vehicles (LGVs)	Heavy Goods Vehicles (HGVs)	All Motor Vehicles
2022	5,982	35	4	28	1,896	839	8,780

3.2.5

3.2.6 Table 1 shows that 8,780 vehicles travel along the A483 per day, with 5,982 cars and taxis and 839 HGVs, or 14% of all vehicles.

## 3.3 Public Transport

### Bus

3.3.1 The closest bus stops to the site access are located on the B4392, in the village of Arddlin, circa 3.5km north of the Proposed Development access (Bus Stop ID: Horseshoe Inn). This stop provides one service, the T12, a summary of which is outlined in Table 2. Bus connections are available to local villages and towns such as Welshpool, Oswestry, and Wrexham

Table 2: A summary of local bus services

No.	Route	First Service	Last Service	Weekday Services	Saturday Services	Sunday Services
T12	Welshpool- <b>Arddlin</b> - Oswestry- Wrexham	0716	1908	Every two hours	Every two hours	No service

### Rail

3.3.2 The nearest railway station to the Proposed Development is located in Welshpool, circa 8km south of the Proposed Development. This station provide access to Holyhead via Wrexham and Chester, once per hour during weekdays, Birmingham International via Shrewsbury, once every two hours during weekdays and Cardiff Central via Shrewsbury and Hereford, once every two hours during weekdays.

## 3.4 Walking and Cycling

### Walking

- 3.4.1 The Proposed Development is connected with the Montgomery Canal, where an existing footpath and walking route provides access along the Montgomery Canal towpath. In addition, a circa 150m footpath runs through the Proposed Development site, connecting the offside embankment of the Montgomery Canal and Coppice Lane (Route: 214/243/1). This PRow provides access to the canal from Coppice Lane but doesn't provide access to any further PRow and forms a 'dead-end' with the canal embankment.
- 3.4.2 The wider footpath network extends from route 214/246/1 connecting circa 3km north to the Village of Arddleen. A section of footway also extends along the western border of the A483, from the unclassified road that connects Wern to the A483 (circa 200m to the north of the junction with Coppice Lane), to the Hamlet of Pool Quay (circa 1.3km to the south of the junction with Coppice Lane).

### Cycling

- 3.4.3 There are no cycle routes located in the vicinity of the site.

### Active Travel

- 3.4.4 There are no existing or future walking and cycling routes included on the latest Active Travel Network Map.

## 3.5 Road Safety

- 3.5.1 Personal Injury Collision (PIC) data has been analysed from Stat Wales. The data has been summarised below, including the priority junction of Coppice Lane/B4938 and the B4398/A483 crossroads.
- 3.5.2 Within the vicinity of the site, there have been a total of one accident over the previous five-year period with slight severity. The slight accident that involved two cars occurred on 17<sup>th</sup> May 2018 at the junction with the Unnamed Road to the north of the Proposed Development and the priority junction with the A483.
- 3.5.3 There has been an average of less than one collision per year in the vicinity of the site, with no serious or fatal incidents.

Figure 3: Personal Injury Collision Map





## 4 Proposed Development

- 4.1.1 The Proposed Development comprises the construction of an offline nature reserve, together with associated landscaping and enabling works at 'Land at Coppice Lane, Wern'.
- 4.1.2 The proposed nature reserve will connect to the Montgomery Canal, with 1.2 hectares of land to be excavated in order to construct a 1 hectare water space to a maximum depth of 1.5m. One overflow weir will be located at the north of the Proposed Development, for overflow into the canal.
- 4.1.3 A temporary construction access will take place to the site from an existing field access off the Unnamed Road with the route to be constructed across arable land, and fording of the canal with suitable aggregate. Access to the site once the Proposed Development is in operation will take place via an existing gate off the Coppice Lane, located to the south of the site. An area of parking will also be located to the southwest of the Proposed Development, on the border of the driveway junction with Coppice Lane, which provides access to the nearby residential property, once in operation.
- 4.1.4 An existing PRoW crosses the site to access the offside Montgomery Canal embankment. As part of the Proposed Development, the existing PRoW will be diverted from heading north directly to the canal, to a position east of the site around the proposed nature reserve, connecting with the canal embankment circa 200m to the east of the current connection. This can be view on the Diverted PRoW plan at [Appendix B](#).

## 5 Trip Generation

### 5.1 Overview

5.1.1 This chapter sets out the traffic expected to be generated by the Proposed Development during both the operational and construction phases.

### 5.2 Operational

5.2.1 Following consultation with the Canal & River Trust, the characteristics of the Proposed Development will not generate operational trips beyond infrequent maintenance checks. Operational demand will therefore have a negligible impact on the local highway network, estimated as once every two months for general inspections.

### 5.3 Construction

5.3.1 This section considers the peak construction phase of the Proposed Development. The number of vehicles assumed in the assessment is indicative and based on:

- 10 construction workers at the site per day.
- 30 HGVs at the site per day (3 HGVs per hour arriving and departing the site at the site at the peak of construction, based on an average 10-hour construction period of 0800-1800).
- An anticipated construction phase beginning September 2024 or March 2025 for a duration of 6 months.

5.3.2 It should be noted that this is dependent on a number of factors, such as shipping of materials and the weather. The forecast construction trip generation is displayed in Table 3.

Table 3: Construction Trip Generation Per Day

Vehicle Type	Arrivals	Departures	Total
HGV	30	30	60
Cars and Light Vans*	10	10	20
<b>Total</b>	<b>40</b>	<b>40</b>	<b>80</b>

\* One trip per construction worker

5.3.3 The total number of vehicle movements generated during the peak period of construction is estimated to be 80 two-way vehicle trips per day.

5.3.4 For the purposes of the assessment, it has been assumed that workers would travel to the site by car or van with all construction workers based on site. To increase the robustness of the assessment, it has been assumed that all staff would drive in single-occupancy vehicles to the site establishing 60 daily two-way vehicle trips during the peak construction period, assuming no travel off-site during the day. Staff would however be encouraged to use public transport, active travel or car share where possible. In comparison with current traffic flows on the A483, as summarised in Table 1 the full construction traffic will result in an uplift of 0.9% to traffic per day on the local network.

## 6 Transport Implementation Strategy

### 6.1 Overview

- 6.1.1 This chapter comprises a Transport Implementation Strategy for the Proposed Development. In line with the guidance outlined in Welsh Government Planning Policy Wales; TAN 18: Transport (2007), the transport objective for the development and the measures proposed to achieve that objective have been set out.

### 6.2 Proposed Development Transport Objective

- 6.2.1 The overarching transport objective for the proposed development is:

*To minimise disruption along the highway network throughout the construction phase of the Proposed Development and to maintain existing accessibility for all road users during both the operational and construction phases.*

- 6.2.2 This objective will be achieved through the implementation of integral transport and highway design measures, as well as through the implementation of effective construction traffic management.

### 6.3 Movement and Access Strategy

- 6.3.1 Construction access will take place to the site from an existing gate onto the Unnamed Road in the north, with a temporary construction access route to be constructed across arable land, and fording of the canal with suitable aggregate. Access to the site once the Proposed Development is in operation will take place via an existing gate off the Coppice Lane, located to the south of the site. Details of the proposed access arrangements can be viewed on the site location plan at [Appendix A](#).

### 6.4 Parking

- 6.4.1 Whilst operational trips to and from the nature reserve will be negligible, an area of parking will be located to the northwest of the Proposed Development, on the northern border of the existing track that provides access to the nearby residential property.

### 6.5 Servicing

- 6.5.1 Aside from trips associated with general inspections of the Proposed Development, no other planned servicing requirements are proposed.

### 6.6 Construction Traffic

- 6.6.1 As the Proposed Development will not result in any road closure during construction, light construction management measures are outlined due to the anticipated minimal impact on the highway network.

## Site Access

- 6.6.2 Access will take place to the site from an existing gate onto the Unnamed Road to the north, via an existing trunk road service access, with a temporary construction access route to be constructed across arable land, and fording of the canal with suitable aggregate, with the route viewed on a plan in [Appendix C](#).
- 6.6.3 Drawing numbers 10048826-ARC-HGN-ZZ-DR-TP-00001 and 10048826-ARC-HGN-ZZ-DR-TP-00002 attached at [Appendix D](#) shows swept path analysis of the site access. This shows that the site access can be accessed and egressed via the existing gated access point with encroachment onto the opposing lane of the Unnamed Road carriageway. Traffic management may be required for larger vehicles entering and existing the site in order to facilitate access/egress at the site access.
- 6.6.4 A clear site safety plan will be established to manage all site deliveries and site operatives attending site, as well as for the safety of local highway users. All vehicles shall be required to arrive and leave the development site in forward gear (demonstrable in advance by completion of swept path analysis) and a banksman will be in attendance to oversee the safety of reversing vehicles.
- 6.6.5 The construction works will retain a clear signage schedule together with other site access measures, including the assignment of a maximum vehicle speed and temporary lighting requirements (where applicable). The Principal Contractor would monitor the public highway conditions and assess if further measures are required to maintain road cleanliness. As and when necessary, vehicle wheels would be manually cleaned prior to release onto the highway network.
- 6.6.6 Where spillages/ debris does affect the local highway as a result of vehicle movements, the proposed development shall be responsible for implementing road sweeping within the vicinity of the site accesses and in conjunction and agreement with the local highway authority.

## Operation Hours

- 6.6.7 All construction works will be carried out during the following working hours:
- 08:00 to 18:00 Monday to Friday.
  - 08:00 to 13:00 on Saturdays, with HGV movements limited to 08:00-12:00 on Saturdays.
- 6.6.8 Any works conducted outside of these hours can be conducted with prior confirmation from PCC.

## Construction Vehicles

- 6.6.9 During the construction phase there would be vehicular movements to and from the Proposed Development site associated with the delivery of construction components and materials, together with the arrival and departure of construction staff. The delivery of construction components and materials would largely be by HGVs and whilst staff trips are assumed to be undertaken by car or van for the purposes of this appraisal, staff would be encouraged to travel sustainable to site where feasible to do so. The construction phase will also include the removal of some excavated soil.
- 6.6.10 A traffic management plan will encompass a clear parking strategy for deliveries and the construction workforce. Where site parking constraints are identified for deliveries, the plan would stipulate a safe system for off-site waiting / parking areas to avoid HGV and other construction traffic parking on the

local highway network. This may be especially applicable for any abnormal load deliveries (where applicable).

## Construction Traffic Routing

- 6.6.11 HGV routing to and from the site will be limited to pre-defined routes when travelling on the existing highway network. All construction vehicles associated with the Proposed Development will travel to and from the site using the Unnamed Road and the A483. All construction deliveries will be required to coordinate directly with the Site Supervisor to manage vehicle movements and where possible, other supporting measures will be considered including convoy systems to group vehicle movements and reduce total vehicle trips.
- 6.6.12 The plan would consider the requirement for any temporary traffic management controls for implementation, in full conjunction and agreement with the local highway authority. Temporary road signs shall be implemented to ensure construction vehicles have a clear route to the construction site and do not adversely affect the safety of other road users.

## Construction Trips

- 6.6.13 In order to maintain adherence to the daily target number of HGV movements, the Contractor will keep a detailed record of all deliveries.
- 6.6.14 A Procurement Strategy will demonstrate a commitment to procuring operators registered with a best practice scheme and encourage locally sourced materials. Abnormal load deliveries will be in full compliance with the local highway authority's procedures.
- 6.6.15 To reduce the number of site operative vehicle trips, the plan will identify the potential to promote sustainable trips, including options for car sharing, cycling, and walking, and utilisation of public transport wherever possible.

## 7 Summary and Conclusions

### 7.1 Summary

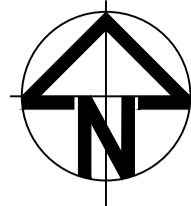
- 7.1.1 This TS has been produced in order to provide an appraisal of the local transport network, considering any transport or highways issues resulting from the Proposed Development in line with all local and national policy.
- 7.1.2 The proposals concern the construction of an offline nature reserve, together with associated landscaping and enabling works at 'Land at Coppice Lane, Wern'.
- 7.1.3 A review of PIC data shows that there are no recorded incidents which suggest a deficiency in the existing highway network that the Proposed Development would exacerbate during construction or operation.
- 7.1.4 Traffic movements generated by the peak construction of the Proposed Development are forecast to be 80 two-way vehicle movements per day, which when compared with daily vehicle trips along the A483, result in an increase of 0.9% on the local network. Operational trips at the Proposed Development are to be negligible, meaning the development could be accommodated on the surrounding highway network without any significant impacts.

### 7.2 Conclusions

- 7.2.1 The TS concludes that the Proposed Development will generate no residual transport related impacts on the local highway network and surrounding area for both operational and construction activities, supported by the implementation of integral design mitigation. Therefore, there is no transport or highways reason for not permitting the Proposed Development.

# Appendix A

## Site Location Plan



**DRAFT**



Fig. 2 - Gates to be removed



Fig. 1 - Culvert outlet

Reserve:  
Maximum depth: 1.5m  
Waterspace: 0.93ha  
Top Water Level: 65.5mAOD

- NOTES:**
- Do not scale from this drawing. Use figured dimensions only.
  - All dimensions are indicative and are to be confirmed on site.
  - All dimensions are in millimetres unless noted otherwise. All levels in metres relative to ordnance datum.
  - This drawing should be printed in colour.
  - There is some ambiguity around the exact location of services as service plan information does not align directly with visible features picked up in the topographic survey. The Contractor should confirm the presence and details of all existing structures, pipelines and other services prior to commencement of the works.
  - Topographic survey information taken from Survey Operations drawing 22C173. For areas where there is a lack of topographic points from the survey, topographic data has been compiled through freely available LIDAR from UK Government Portal. All these levels must be confirmed by the Contractor prior to commencement of the works.
  - To be read in conjunction with the following documents:
    - Drawings 10048826-ARC-EWE-R1-DR-CE-00101 to 00108
    - 10048826-ARC-EWE-R1-TH-CE-00101 DRA
    - Canal & River Trust standard details STD-CRT-ZZ-ZZ-02-DR-C-06 and STD-CRT-ZZ-ZZ-05-DR-C-04
  - For RC details see the following documents:
    - 10048826-ARC-EWE-R1-DR-SE-00201
    - 10048826-ARC-EWE-R1-SH-SE-00201
  - Concrete specification: compressive strength class C32/40.

- LEGEND**
- Red line boundary
  - Trust land ownership
  - Top of bank
  - Bottom of bank
  - Top water level
  - Existing Public Right of Way
  - Public Right of Way diversion
  - 11kV overhead cables

Rev	Date	Description	Prod.	Chk.	Rev.	App.
P01	26/03/24	For review and comment	EF	AC	AH	AH



Project: **Montgomery Canal Restoration  
Wern Nature Reserve**

Site: Coppice Lane, Welshpool SY21 9UX  
Client: Canal & River Trust, National Waterways Museum, Ellesmere Port, Cheshire CH65 4FW



Registered office: 80 Fenchurch Street, London EC3M 4BY  
Coordinating office: 1<sup>st</sup> Floor, 12 King St, Leeds, LS1 2HL, Tel: 44 (0)113 284 5300

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Drawing Title: **Wern Nature Reserve  
General Arrangement**

Design	Signed	Date
Designed: E. Flynn	Signed: E.F	Date: 22/03/24
Produced: E. Flynn	Signed: E.F	Date: 22/03/24
Checked: A. Carter	Signed: A.C	Date: 25/03/24
Reviewed: A. Holt	Signed: A.H	Date: 26/03/24
Approved: A. Holt	Signed: A.H	Date: 26/03/24

Original Size	Grid	Datum
A1	OS	AOD

Suitability Code: S3  
Scale: As shown  
Project Number: 10048826

FOR REVIEW AND COMMENT

Drawing Number: 10048826 - ARC - EWE - R1 - DR - CE - 00102  
Revision: P01

Concrete channel between canal and reserve. For details see drawing 10048826-ARC-EWE-R1-DR-CE-00107.

Existing culvert inspected in accordance with Works Specification. Information provided to Project Manager who may instruct repair works prior to construction of bund. See Figure 1.

Landscaping bund formed. For details see drawing 10048826-ARC-EWE-R1-DR-CE-00105.

Reserve formed. See drawing 10048826-ARC-EWE-R1-DR-CE-00104.

Existing gates removed. See Figure 2.

Existing fence removed. Total length approx. 50m.

Overhead 11kV mast

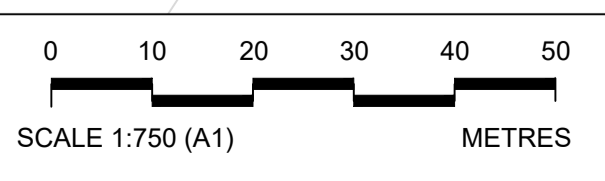
Landscaping bund formed. For details see drawing 10048826-ARC-EWE-R1-DR-CE-00105.

1.8m wide timber gate installed in existing fence as per CRT standard detail STD-CRT-ZZ-ZZ-05-DR-C-04. Existing fence made good to connect to gate.

Landscaping bund formed. For details see drawing 10048826-ARC-EWE-R1-DR-CE-00105.

Approximate position of overhead 11kV mast

All levels and dimensions are shown indicatively and may be changed to suit site conditions. Exact levels and dimensions to be agreed on site with supervisor.

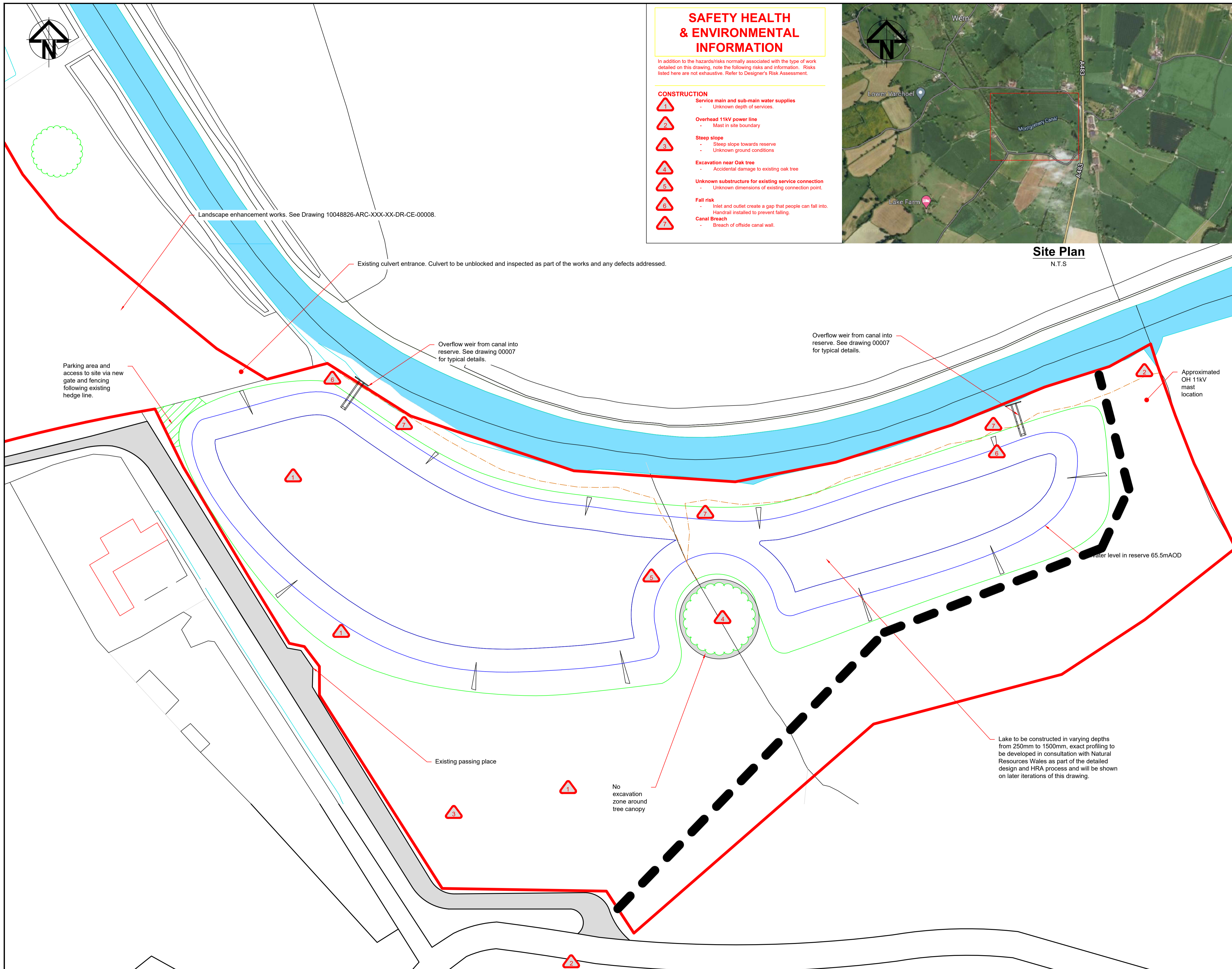


**General arrangement**  
Scale 1:750



## **Appendix B**

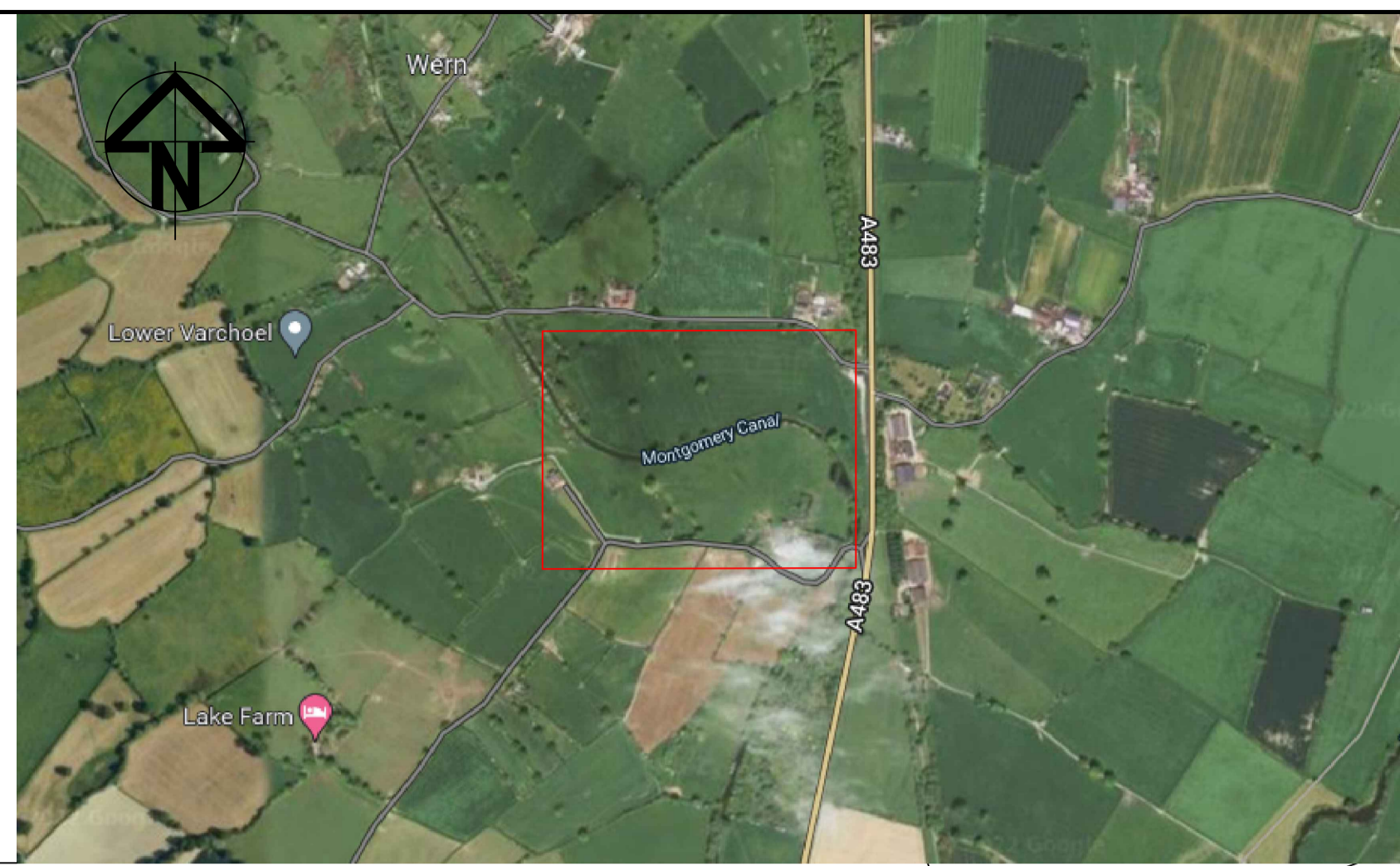
### **Diverted Public Right of Way Route**



### SAFETY HEALTH & ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following risks and information. Risks listed here are not exhaustive. Refer to Designer's Risk Assessment.

- CONSTRUCTION**
- 1** Service main and sub-main water supplies
    - Unknown depth of services.
  - 2** Overhead 11kV power line
    - Mast in site boundary
  - 3** Steep slope
    - Steep slope towards reserve
    - Unknown ground conditions
  - 4** Excavation near Oak tree
    - Accidental damage to existing oak tree
  - 5** Unknown substructure for existing service connection
    - Unknown dimensions of existing connection point.
  - 6** Fall risk
    - Inlet and outlet create a gap that people can fall into.
    - Handrail installed to prevent falling.
  - 7** Canal Breach
    - Breach of offside canal wall.



- NOTES:**
- Do not scale from this drawing. Use figured dimensions only.
  - All dimensions are indicative and are to be confirmed on site.
  - All dimensions are in millimetres unless noted otherwise. All levels in metres relative to ordnance datum.
  - Topographic Survey information taken from Survey Operations drawing 22C173. For areas where there is a lack of topographic points from the survey, topographic data has been compiled through freely available LiDAR from UK Government Portal. All these levels must be confirmed by the Contractor.
  - To be read in conjunction with the Scope.
  - Services information has been reproduced from plans provided by relevant utility companies on 08/03/2022. This is assumed to be accurate and has been reproduced in good faith to inform the design process. The Contractor should confirm the presence and details of all existing structures, pipelines and services prior to the start of the works.

- LEGEND**
- Montgomery Canal
  - Track road
  - Parking area
  - Red line boundary
  - Indicative top of bank
  - Reserve water level
  - Bottom of reserve (1.5m below water level)
  - Existing fence line

Rev	Date	Description	Prod.	Chk.	Rev.	App.
P03	04/04/23	CULVERT LOCATION IDENTIFIED	EMM	ALC	AJH	AJH
P02	14/03/23	UPDATES FROM CLIENT	EMM	ALC	AJH	AJH
P01	29/11/22	UPDATES	EMM	ALC	AH	AH



Project: **Montgomery Canal Restoration**  
Wern Nature Reserve

Site: Coppice Lane, Welshpool SY21 9UX  
Client: CANAL & RIVER TRUST, Feanrs Wharf, Neptune St, Leeds LS9 8PB, (+44) 113 281 6800



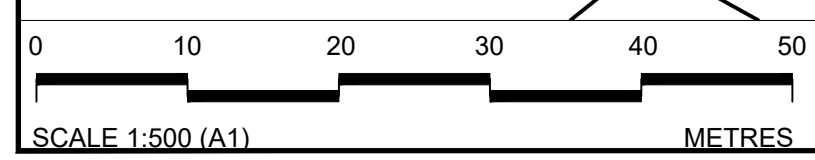
Registered office: 80 Fenchurch Street, London EC3M 4BY  
Coordinating office: Corner Block, 2 Cornwall Street, Birmingham B3 2DX, Tel: 44 (0)121 503 2700

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Drawing Title: **Wern Nature Reserve**  
Layout Plan including hazards  
Reserve Works

Designed: M. Shaw	Signed: DIGITALLY SIGNED	Date: 29NOV22
Produced: M. Shaw	Signed: DIGITALLY SIGNED	Date: 29NOV22
Checked: E. MCCARTNEY-MOORE	Signed: DIGITALLY SIGNED	Date: 30NOV22
Reviewed: A. CARTER	Signed: DIGITALLY SIGNED	Date: 30NOV22
Approved: A. HOLT	Signed: DIGITALLY SIGNED	Date: 30NOV22
Design Stage: Outline Design		
Original Size: A1	Grid: OS	Datum: AOD
Suitability Code: S2	Scale: As shown	Project Number: 10048826
Suitability Description: FOR INFORMATION		

Drawing Number: 10048826 - ARC - XXX  
XX - DR - CE - 00002  
Revision: P03

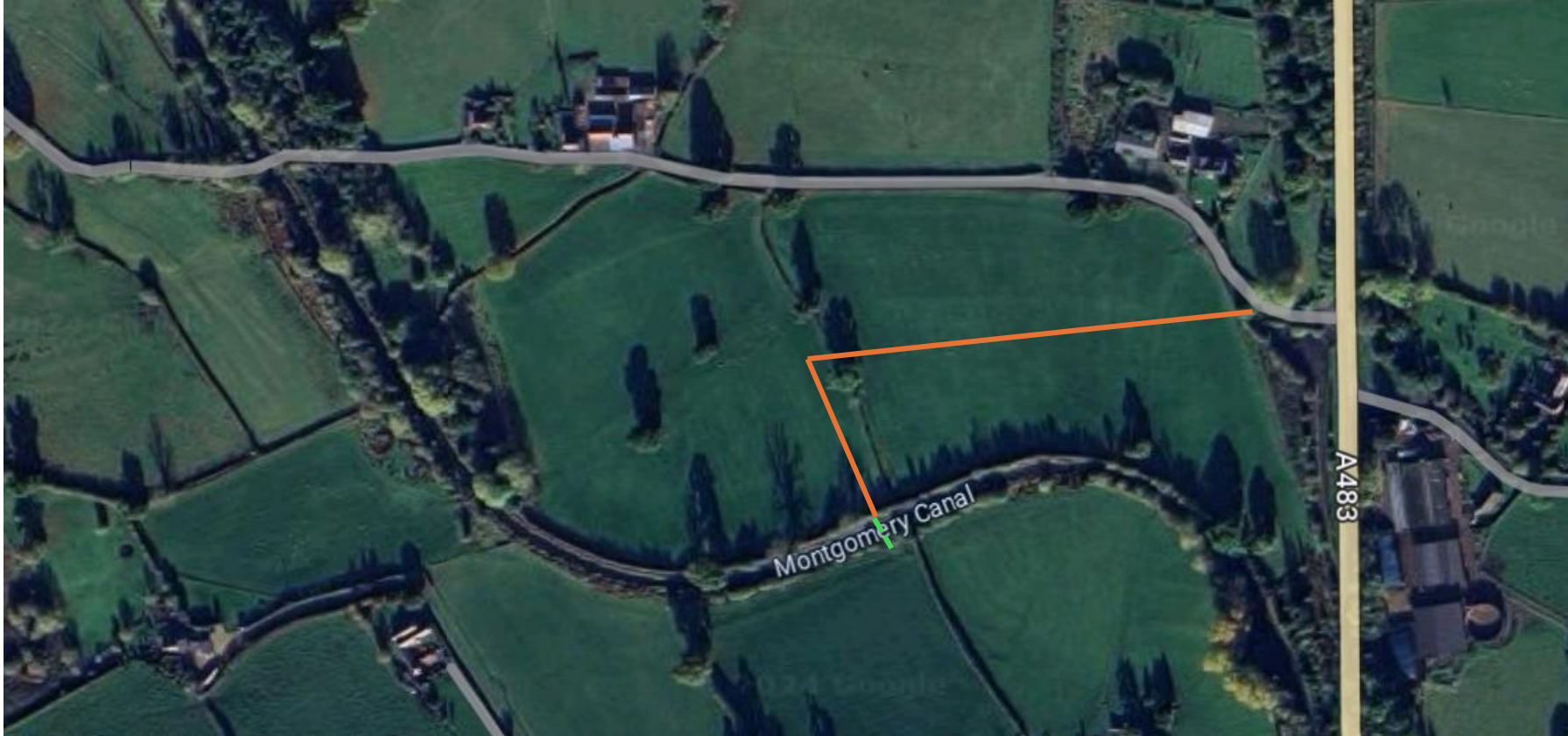


**Layout Plan - Reserve**  
1:500

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# Appendix C

## Temporary Construction Access Route

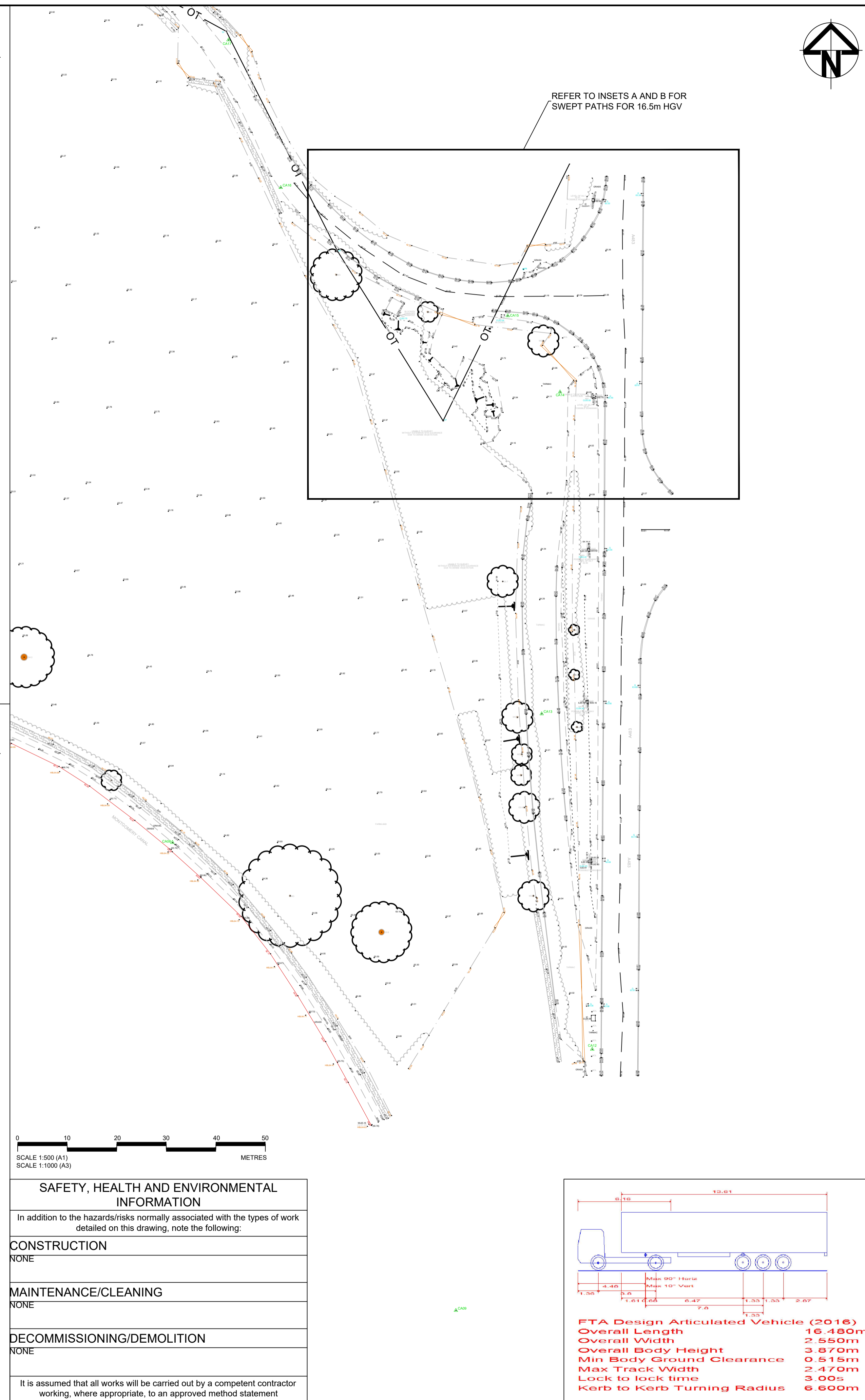
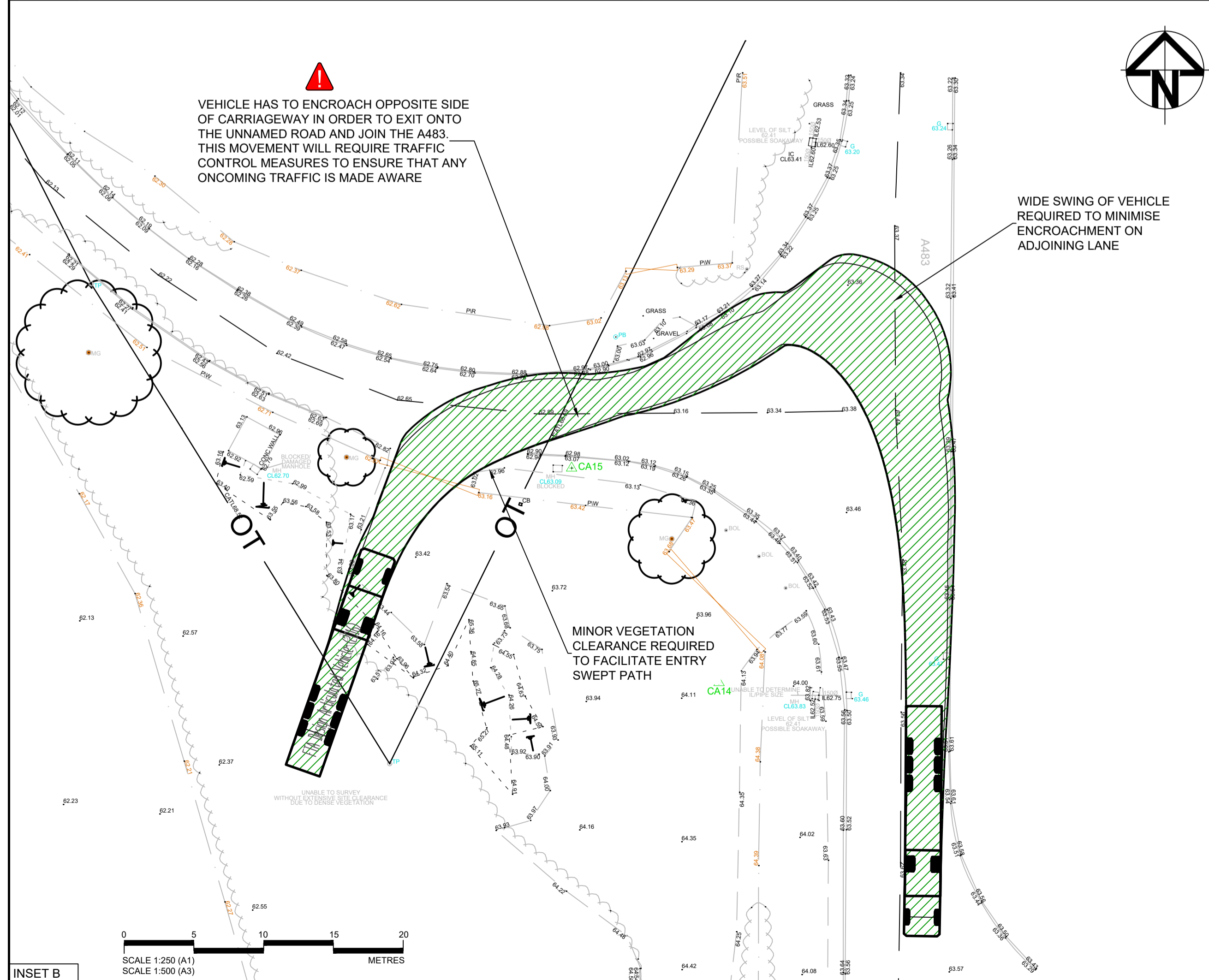
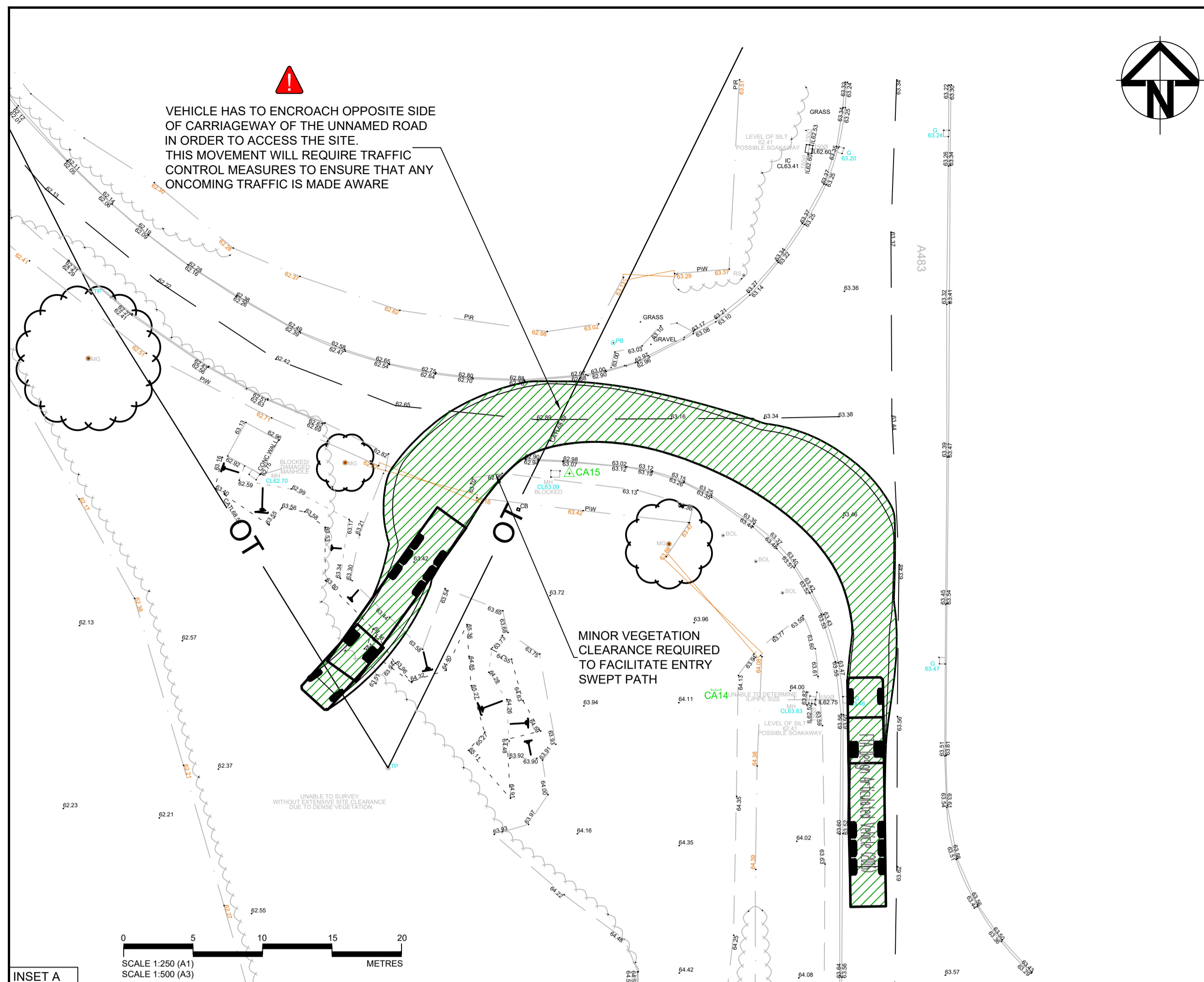


— Access route

- - - Causeway over canal

# Appendix D

## Swept Path Analysis



NOTES:

LEGEND:

Rev	Date	Description	Prod	Chk	Rev	App
P01	01 May 24	FIRST ISSUE		RS	RT	DR DS

Rev	Date	Description	Prod	Chk	Rev	App
P01	01 May 24	FIRST ISSUE		RS	RT	DR DS

**Canal & River Trust**  
Making life better by water

Project: **Canal & River Trust  
Montgomery Canal**

Site: **Canal & River Trust  
National Waterways Museum  
Ellesmere Port  
Cheshire, CH65 4FW  
www.client.com**

**ARCADIS**

Registered office: **80 Fenchurch Street  
London  
EC3M 4BY**

Coordinating office: **1 Whitehall Riverside  
Leeds, LS1 4BN  
Tel: 44 (0)113 284 5300**

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Montgomery Canal Restoration  
Wern Reserve  
Swept Path Analysis  
Sheet 1 of 2

Designed	Signed	Date
R. Sharkey	RS	01/05/2024
Produced	RS	01/05/2024
Checked	RT	01/05/2024
Reviewed	DR	01/05/2024
Approved	DS	01/05/2024

Design Stage: DESIGN\_STAGE

Original Size: A1 Grid: OS Datum: AOD

Suitability Code: S1 Scale: As shown Project Number: 10048826

ISSUED FOR INFORMATION

Revision Number:	Revision:
10048826 - ARC - HGN ZZ - DR - TP - 00001	P01

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

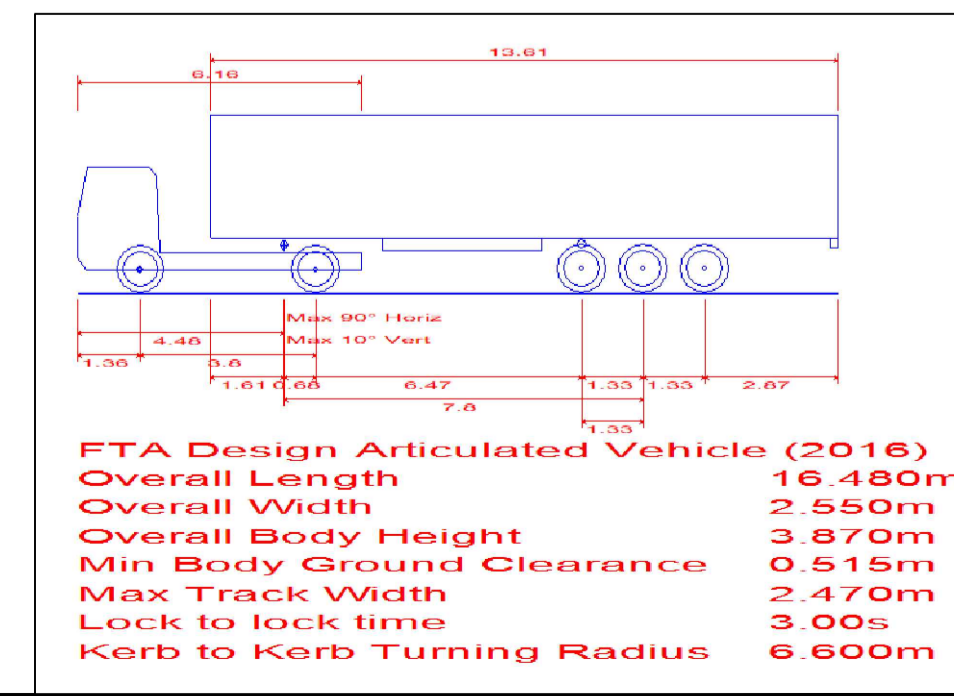
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

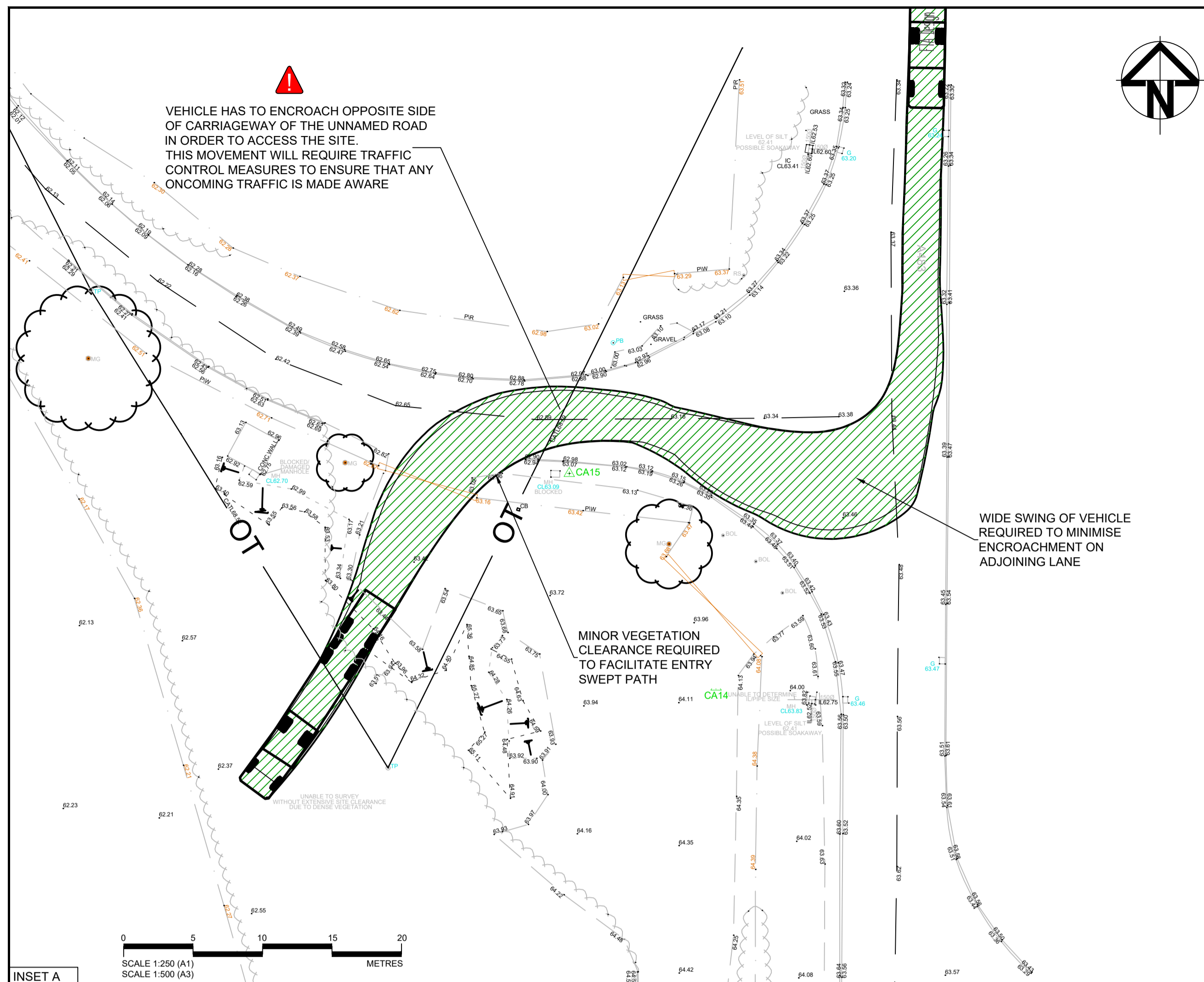
**CONSTRUCTION**  
NONE

**MAINTENANCE/CLEANING**  
NONE

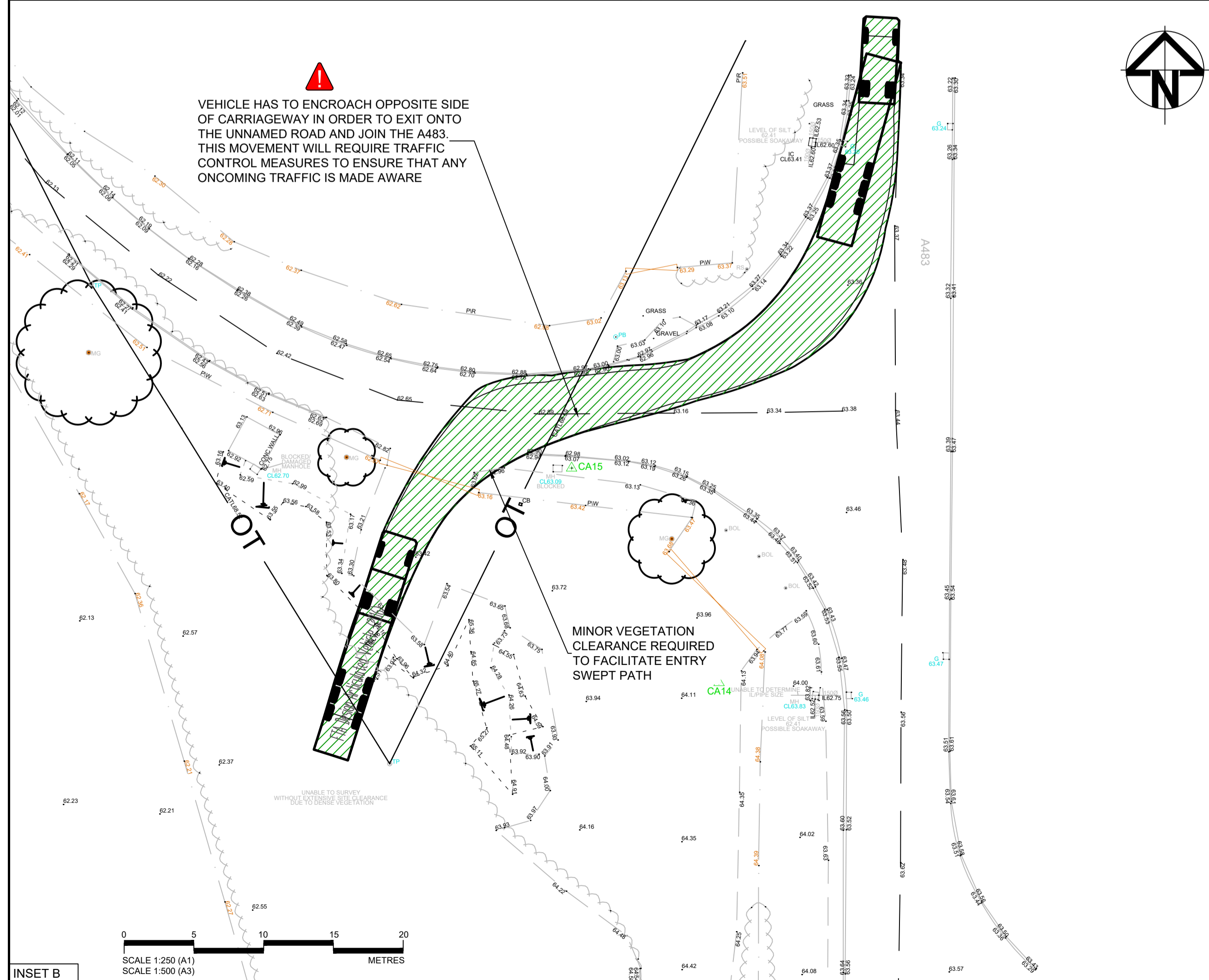
**DECOMMISSIONING/DEMOLITION**  
NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

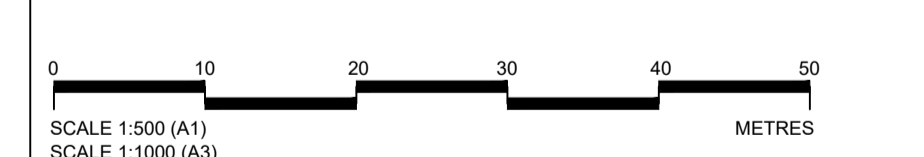
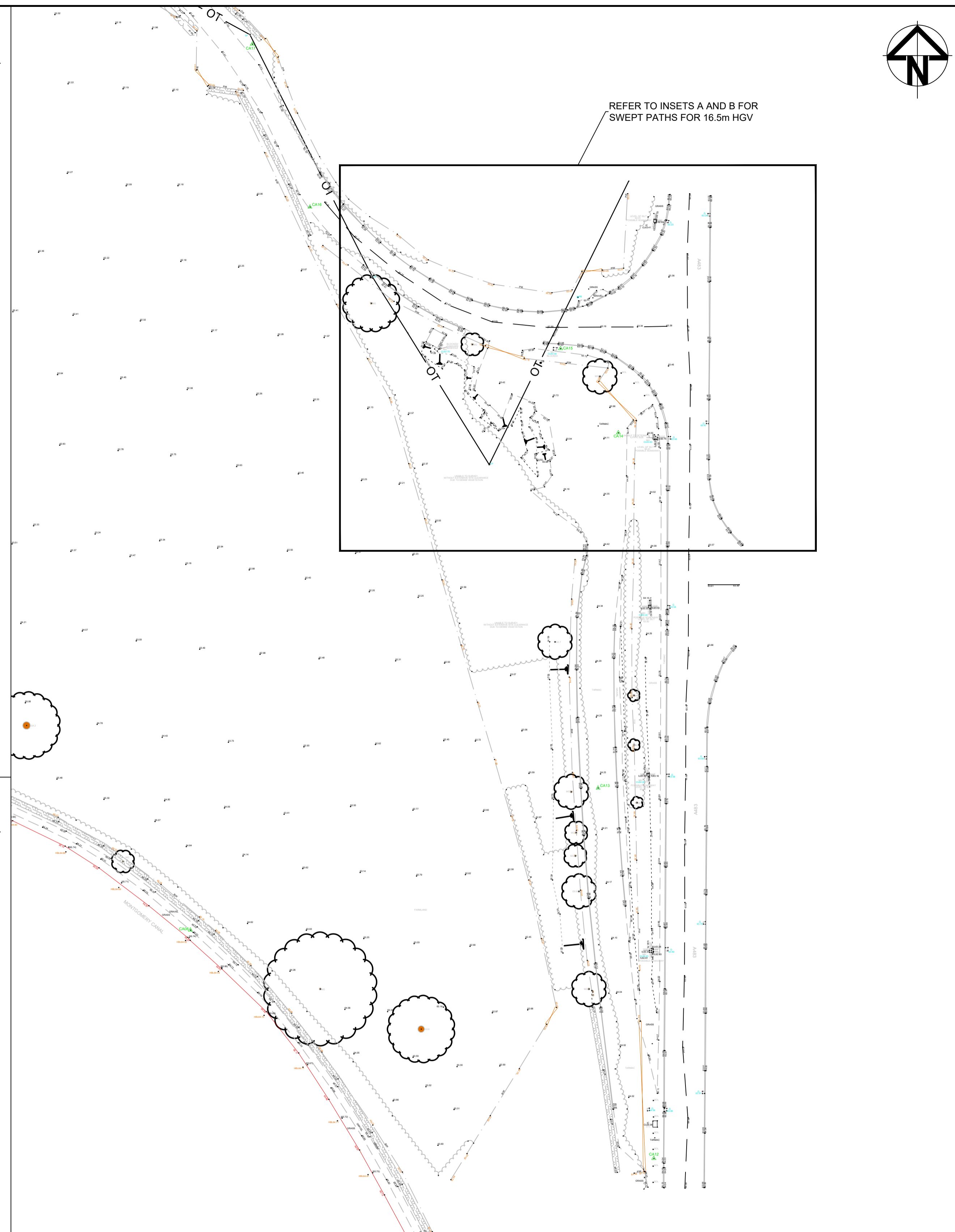




INSET A



INSET B



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	NONE
MAINTENANCE/CLEANING	NONE
DECOMMISSIONING/DEMOLITION	NONE
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	

<b>FTA Design Articulated Vehicle (2016)</b>	
Overall Length	16.480m
Overall Width	2.580m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES:

LEGEND:

Rev	Date	Description	Prod	Chk	Rev	App
P01	01 May 24	FIRST ISSUE		RS	RT	DR DS

Rev	Date	Description	Prod	Chk	Rev	App

**Canal & River Trust**  
Making life better by water

Project: **Canal & River Trust  
Montgomery Canal**

Site: **Carreghofa Lane, Carreghofa  
Llanymynech, Wales, SY22 6LH**

Client: **Canal & River Trust  
National Waterways Museum  
Ellesmere Port  
Cheshire, CH65 4FW  
www.client.com**

**ARCADIS**

Registered office: **80 Fenchurch Street  
London  
EC3M 4BY**

Coordinating office: **1 Whitehall Riverside  
Leeds, LS1 4BN  
Tel: 44 (0)113 284 5300**

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Montgomery Canal Restoration  
Wern Reserve  
Swept Path Analysis  
Sheet 1 of 2

Designed: R. Sharkey	Signed: RS	Date: 01/05/2024
Produced: R. Sharkey	Signed: RS	Date: 01/05/2024
Checked: R. Tyrer	Signed: RT	Date: 01/05/2024
Reviewed: D. Ryan	Signed: DR	Date: 01/05/2024
Approved: D. Stanby	Signed: DS	Date: 01/05/2024
Design Stage:	DESIGN_STAGE	
Original Size: A1	Grid: OS	Datum: AOD
Suitability Code: S1	Scale: As shown	Project Number: 10048826

ISSUED FOR INFORMATION

Revision Number: **10048826 - ARC - HGN  
ZZ - DR - TP - 00002**

Revision: **P01**



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