

Vyrnwy Reserve

Transport Statement

Document Ref: 10048826-ARC-XXX-XX-TR-TP-00005

Revision: P03

March 2025

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Document Ref.	10048826-ARC-XXX-XX-TR-TP-00005
Date	OCTOBER 2024

Version Control

Version	Date	Author	Checker	Reviewer	Approver	Changes
P01	15/03/2024	HF	DS	AJ	DR	Draft for client comment
P02	11/10/2024	HF	DS	MF	DR	Revised for client comments
P03	11/03/2025	HF	DS	MF	DR	Revised for client comments

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Contents

1	Introduction.....	1
2	Planning Policy	3
3	Existing Transport Conditions	9
4	Proposed Development.....	14
5	Trip Generation	15
6	Transport Implementation Strategy	16
7	Summary and Conclusions	19

Tables

Table 1: 2022 DfT Traffic Counts A483 Llandysilio (24/05/2022)	10
Table 2: Local Bus Services	10
Table 3: Forecast Peak Daily Constructions Trips.....	15

Figures

Figure 1: Site Location Plan	2
Figure 2: Planning Framework for Wales.....	3
Figure 3: Public Rights of Way.....	12
Figure 4: Personal Injury Collisions	13
Figure 5: The Proposed Development.....	14
Figure 6: Vyrnwy Reserve Site Access Strategy	16

1 Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by Arcadis Consulting (UK) Ltd (Arcadis) on behalf of the Canal & River Trust (the Trust) in support of the construction of a nature reserve known as Vyrnwy Reserve (hereby referred to as the Proposed Development) located in Powys.
- 1.1.2 The 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.

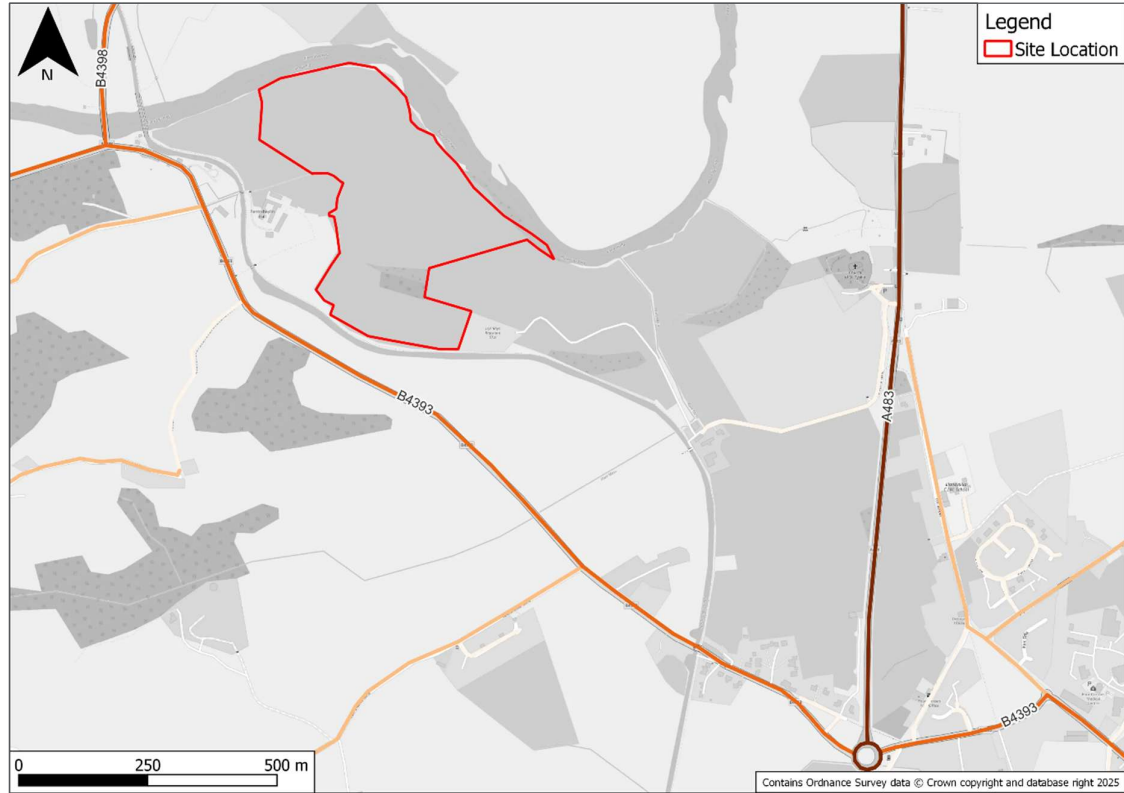
1.2 Montgomery Canal Restoration Project

- 1.2.1 The Proposed Development forms part of the wider Montgomery Canal Restoration Project, which has secured extensive Levelling Up funding from the UK Government.
- 1.2.2 The Vyrnwy Reserve will therefore provide additional habitat to facilitate the canal restoration back to navigation and comprises the construction of a new nature reserve, together with associated landscaping and enabling works.
- 1.2.3 In partnership with Powys County Council (PCC), the Trust will deliver a range of significant enhancements along a 4.4 mile stretch of the canal.
- 1.2.4 The overarching programme of work will focus on:
 - The creation of off-line water-based nature reserves.
 - Rebuilding of Walls Bridge (Carreghofa Lane Bridge) and Williams Bridge to enable future navigation of the canal.
 - 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.
 - Critical repairs and improvements at Aberbechan Aqueduct.

1.3 Site Location

- 1.3.1 The Proposed Development is located circa 1.5km northwest of Four Crosses and circa 1.65km southwest of Llanymynech.
- 1.3.2 The site is bordered by the River Vyrnwy to the north, undeveloped land to the east and west, and a section of the Montgomery Canal and residential property to the south.
- 1.3.3 The site location can be viewed on Figure 1.

Figure 1: Site Location Plan



1.4 Report Structure

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

- **Chapter 2** provides a review of relevant national and local policy.
- **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 construction and operational trip generation.
- **Chapter 6** sets out the overarching transport objective for the Proposed Development and provides an outline of the Transport Implementation Strategy.
- **Chapter 7** brings together earlier chapters of the report to provide an overall summary and conclusion.

2 Planning Policy

2.1 Overview

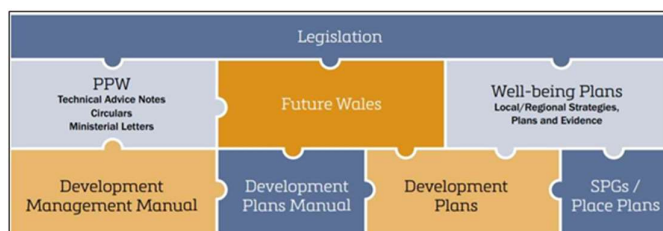
- 2.1.1 This section provides a summary of the policy framework in relation to the Proposed Development at both a national, regional (Mid Wales) and local level.

2.2 National Policy

Planning Policy Wales | Edition 12 (2024)

- 2.2.1 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.
- 2.2.2 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 12 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 12 sits is set out within Figure 2.

Figure 2: Planning Framework for Wales



Transport

- 2.2.3 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

2.2.4 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

2.2.5 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

2.2.6 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

2.2.7 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.

Future Wales: The National Plan 2040 (2021)

2.2.8 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.

2.2.9 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: Technical Advice Note (TAN) 18: Transport (2007)

- 2.2.10 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.
- 2.2.11 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 Plan¹ objectives relating to accessibility of services and modal share.

¹ Local Transport Plans have now replaced Regional Transport Plans. A new set of Regional Transport Plans are to be prepared by 2025.

Active Travel (Wales) Act (2013)

- 2.2.12 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.

Net Zero Wales Carbon Budget 2 (2021–2025)

- 2.2.13 Of relevance to this study, the Net Zero Wales Carbon Budget 2 ('Budget 2') states its ambition to invest significantly in active travel between now and 2040. According to the Budget 2, 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.'*

Llwybr Newydd: The Wales Transport Strategy (2021)

- 2.2.14 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.
- 2.2.15 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.'*
- 2.2.16 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.
- 2.2.17 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 Regional and Local Policy

Powys Local Development Plan (2011–2026)

- 2.3.1 The Powys Local Development Plan (LDP) was adopted in April 2018 and sets out PCC 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.'

Mid Wales Joint Local Transport Plan (2015)

- 2.3.2 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.

- 2.3.3 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'.

- 2.3.4 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)

- 2.3.5 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.'

- 2.3.6 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 Public Rights of Way Improvement Plan (2019)

- 2.3.7 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 in their areas.

- 2.3.8 The Powys Public Rights of Way Improvement Plan (2019) sets out the rights of way strategy for the next 10 years and 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.'*

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

- 3.2.1 An overview of the local highway network can be viewed on Figure 1.

Unnamed Road

- 3.2.2 An unnamed road will provide operational access to the Proposed Development, interconnecting via the northern arm of a crossroads arrangement off the B4393, circa 1.6km west of Four Crosses village. The southern arm provides connectivity to Brynmawr. The circa 95m road is an unmarked single carriageway bounded by hedgerow and providing access to two extant residential properties. The road crosses the Montgomery Canal via a single lane bridge.

Parson's Lane

- 3.2.3 Parson's Lane is an unmarked, circa 550m single carriageway road interconnecting with the A483 (via a priority junction). The carriageway is predominantly bordered by hedgerow, with a residential property located at the western end. The road runs in an east-west direction and is subject to the national speed limit. A circa 200m stretch of segregated cycleway/footway connecting to the Offa's Dyke Path is situated adjacent to Parson's Lane, extending from its junction with the A483.

B4393

- 3.2.4 The B4393 is a single carriageway road that runs in an east-west alignment and interconnects between the A483 Four Crosses roundabout and the Proposed Development via the unnamed road. At the location of its crossroads junction with the unnamed road, the B4393 is predominantly bordered by grass verge, hedgerows and residential properties on both sides of the carriageway. The road is subject to the national speed limit.

A483

- 3.2.5 The A483 is a trunk road that travels in a north-south alignment along the English-Welsh border between Chester and Swansea. The road is subject to the national speed limit within the vicinity of its junction with Parson's Lane. A solid white line indicating no parking runs either side of the priority junction along with flagged bus stops located either side of the carriageway, circa 40m north and south of the junction in both directions. The bus stops interconnect with existing footways and to the east of the priority junction, a dedicated footway connects to The Street and subsequently the Offa's Dyke Path. Circa 860m south of the Parson's Lane junction, the A483 connects with the B4393 roundabout junction at Four Crosses. The speed limit reduces to 30mph at this location and on the A483 (N) arm, a Pelican crossing provides pedestrian connectivity.

Existing Traffic Flows

3.2.6 Traffic flows for the A483 have been obtained from the Department for Transport (DfT) traffic count website, which shows a two-way manual traffic count site (site reference: 30588) located in Llandysilio, circa 100m north of the junction with Parson's Lane. A summary of traffic flows provided as Average Annual Daily Traffic (AADT), has been provided in Table 1.

Table 1: 2022 DfT Traffic Counts A483 Llandysilio (24/05/2022)

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	7,096	85	11	50	1,817	885	9,932

3.2.7 Table 1 shows that 9,932 vehicles travel along the A483 per day, with 7,096 cars and taxis and 885 HGVs (representing 8.9% of all vehicles). Between 08:00-09:00 (AM Peak), 843 vehicles travel on the A483, and between 17:00-18:00 (PM Peak), 914 vehicles pass through this point of the A483.

3.3 Public Transport

Bus

3.3.1 The closest bus stops to the site access are located on the A483, circa 1km east of the Proposed Development access, and within circa 40m of the Parson's Lane junction with the A483 (Bus Stop IDs: powmtdg & powmtdj). Three services call at these bus stops: the 72, 74 and the T12 services, which are run by Tanat Valley Coaches, and provide connections to Llanfyllin, Llandrinio, Oswestry, Welshpool and Shrewsbury. A summary of these services is provided in Table 2.

Table 2: Local Bus Services

No.	Route	First Service	Last Service	Weekday Services	Saturday Services	Sunday Services
72	Oswestry-Parson's Lane-Llanfyllin,	12:16	14:11	Two per day	Two per day	No service
	Llanfyllin- Parson's Lane-Oswestry	09:34	14:11	Three per day	Three per day	No service
74	Shrewsbury-Llandrinio-Parson's Lane-Llanfyllin,	12:42	17:50	Three per day	Three per day	No service
	Llanfyllin-Parson's Lane-Llandrinio-Shrewsbury	07:46	17:54	Four per day	Four per day	No service
T12	Wrexham-Oswestry-Parson's Lane-Welshpool	07:18	19:04	Every two hours	Every two hours	No service
	Welshpool-Parson's Lane-Oswestry-Wrexham	07:21	20:03	Every two hours	Every two hours	No service

Rail

- 3.3.2 The nearest railway station is located in Welshpool, circa 12km south of the Proposed Development.
- 3.3.3 Welshpool railway station provides access to Holyhead via Wrexham and Chester, with services operating 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 A circa 200m stretch of separated footway/cycleway is located on Parson's Lane to the east of the Proposed Development that connects to local residential dwellings, along with the bus stop to the north on the A483. Pedestrian crossings with dropped kerbs and tactile paving are available on Parson's Lane.

Cycling

- 3.4.2 The circa 200m section of shared footway/cycleway on Parson's Lane connects to The Street via an A483 underpass. Existing signage determines the extent of the route on both Parson's Lane and The Street.
- 3.4.3 To the west of Parson's Lane circa 550m from the A483 junction, cycle connectivity extends to Llanymynech via the Offa's Dyke Path.

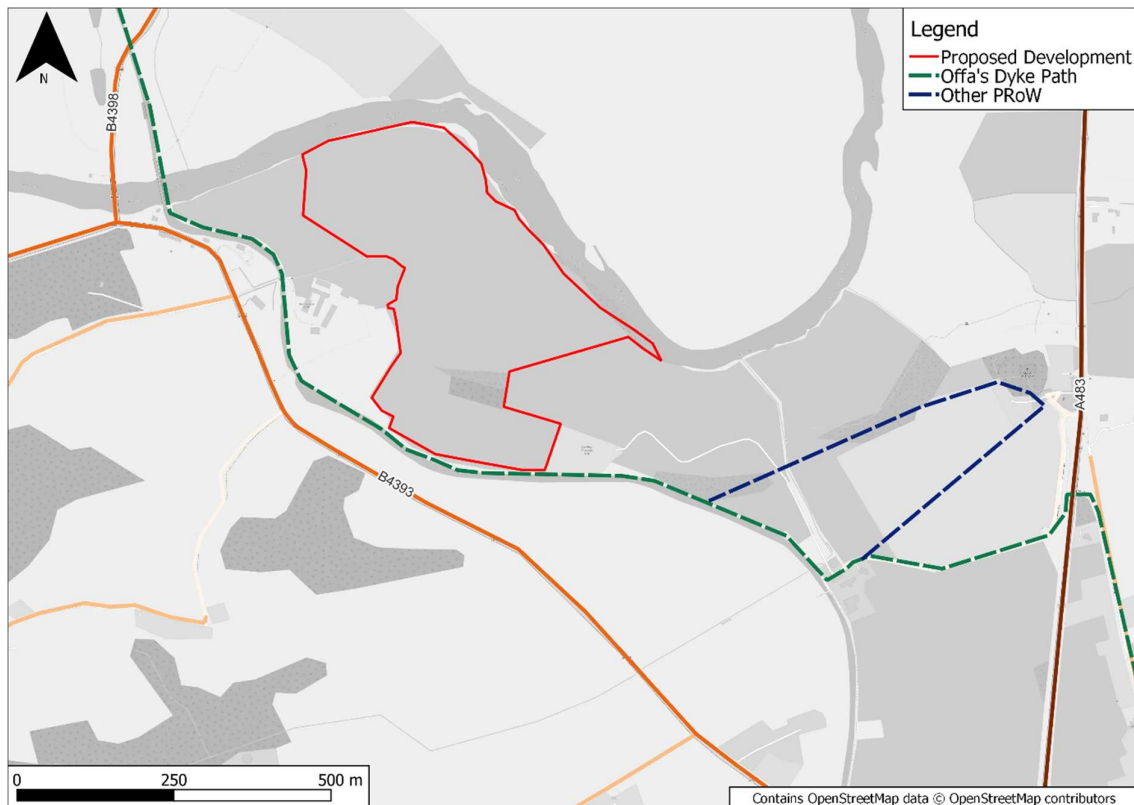
Active Travel Network Map

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

3.5 Public Rights of Way

- 3.5.1 The Offa's Dyke Path follows the towpath along the section of Montgomery Canal and runs along Parson's Lane to the east of the Proposed Development, before utilising a shared cycleway/footway from Parson's Lane and running under the A483 using an underpass before connecting to The Street.
- 3.5.2 A public footpath runs to the east of the Proposed Development (Public Right of Way reference 222/34-35/1) providing pedestrian access from Parson's Lane and the farm access to the residential properties along Parson's Lane.
- 3.5.3 A public footpath is located along the Montgomery Canal towpath (Public Right of Way reference 222/61(A)1-2) providing pedestrian access east and west of the Proposed Development, which Offa's Dyke Path follows, as shown on Figure 3.

Figure 3: Public Rights of Way

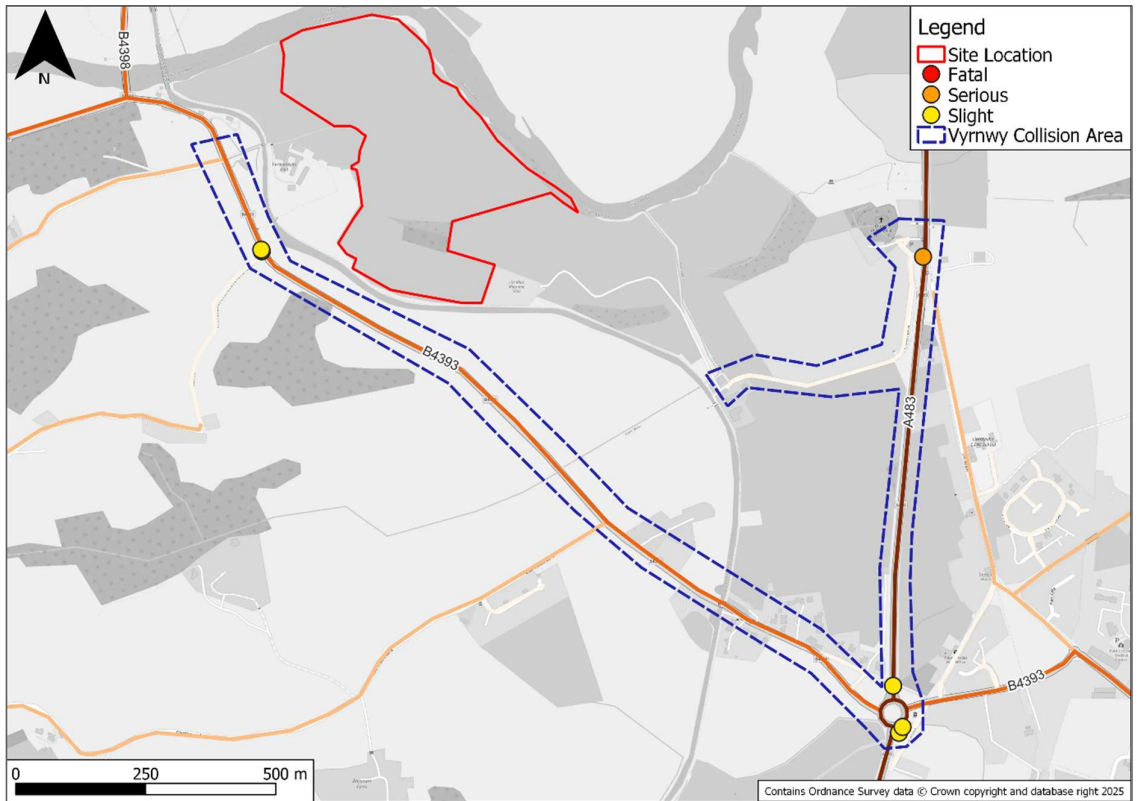


3.6 Road Safety

- 3.6.1 Personal Injury Collision (PIC) data has been obtained from StatsWales² for the previous five-year period between 2018 and 2023. The data has been summarised below, including the A483 / Parson's Lane priority junction and the Four Crosses roundabout. The location of these collisions can be viewed on Figure 4.
- 3.6.2 Within the vicinity of the site, there has been a total of six collisions over the previous five-year period, one serious collision located on the A483/Parson's Lane priority junction, three slight collisions located near the A483/B4393 Four Crosses roundabout, circa 600m to the southeast of the Proposed Development, and one serious and one slight collision on the B4393 and Unnamed Road priority junction.
- 3.6.3 The serious collision at the A483/Parson's Lane priority junction occurred on 29 June 2019 and involved three vehicles and resulted in three casualties. The serious collision at the B4393 / Unnamed Road junction occurred on 20 September 2019 and involved one vehicle with one casualty. None of these collisions involved cyclists or pedestrians.
- 3.6.4 In summary, there has been just over one collision per year in the vicinity of the site, with no fatal collisions resulting in fatal injury.

² <https://statswales.gov.wales/Catalogue>

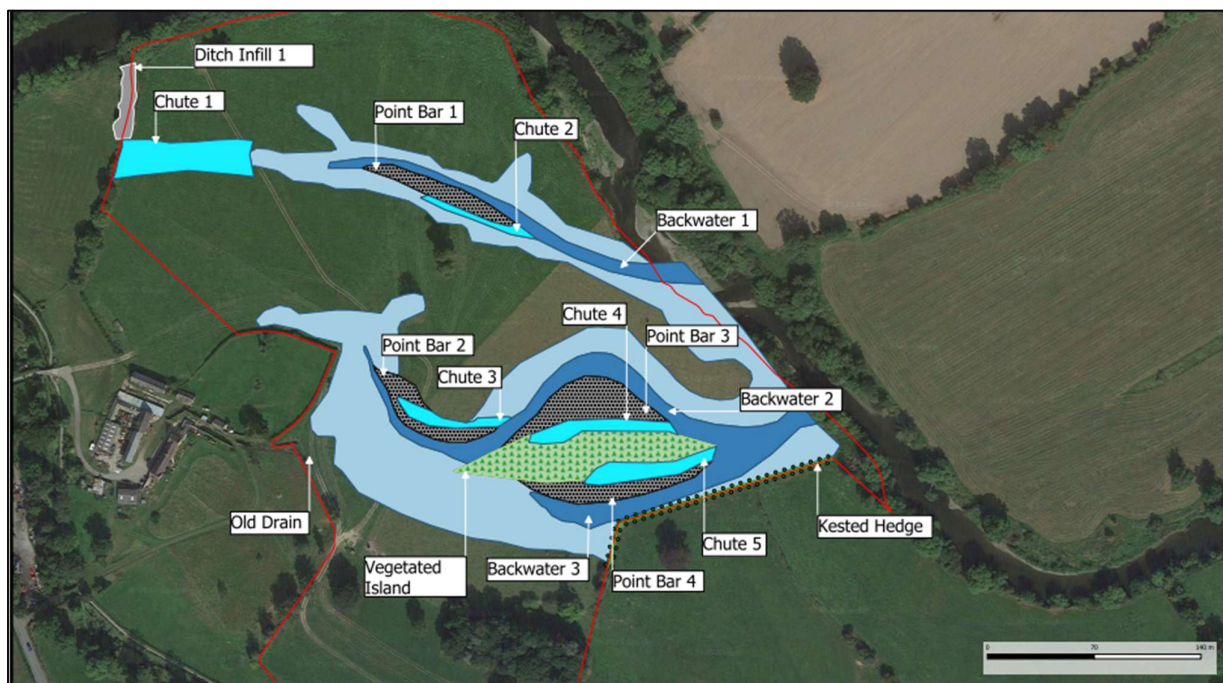
Figure 4: Personal Injury Collisions



4 Proposed Development

- 4.1.1 The Proposed Development is adjacent to the River Vyrnwy and forms part of the Montgomery Canal Restoration Project. Vyrnwy Reserve comprises the construction of a new nature reserve together with associated landscaping and enabling works and will be located off Parson's Lane and the A483.
- 4.1.2 A summary key features associated with the Proposed Development is outlined in Figure 5.

Figure 5: The Proposed Development



5 Trip Generation

5.1 Overview

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

5.2 Construction

- 5.2.1 This section considers the peak construction phase, with the construction programme and assumed number of construction workers and construction vehicles as follows:

- An anticipated construction phase beginning Spring 2025 for six months.
- 10 construction workers at the site per day.
- 30 HGV deliveries per day (three HGV trips per hour arriving and departing the site at the peak of construction, based on an average 10-hour construction period of 08:00-18:00).

- 5.2.2 It should be noted that the timing of deliveries will be dependent on a number of factors, such as shipping of materials and the weather. The forecast construction trip generation is outlined in Table 3.

Table 3: Forecast Peak Daily Constructions Trips

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

* One trip per construction worker

- 5.2.3 The total number of vehicle movements generated during the peak period of construction is estimated to be 40 vehicular arrivals and 40 vehicular departures at the site per day, giving a total of 80 two-way vehicular movements per day. For the purposes of the assessment, it has been assumed that workers will 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 will drive in single-occupancy vehicles to the site establishing 20 daily vehicular arrivals and departures during the peak construction period, assuming no travel off-site during the day.
- 5.2.4 Staff will be encouraged to use public transport, active travel or car share where possible. In addition, the construction trip profile assumes 30 HGV trips, arriving and departing the site with a total of 60 two-way movements. In comparison with current daily traffic flows on the A483, the full construction traffic will result in a temporary uplift of just 0.8% vehicles per day on the wider local network.

5.3 Operation

- 5.3.1 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 month for general inspections.

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 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:

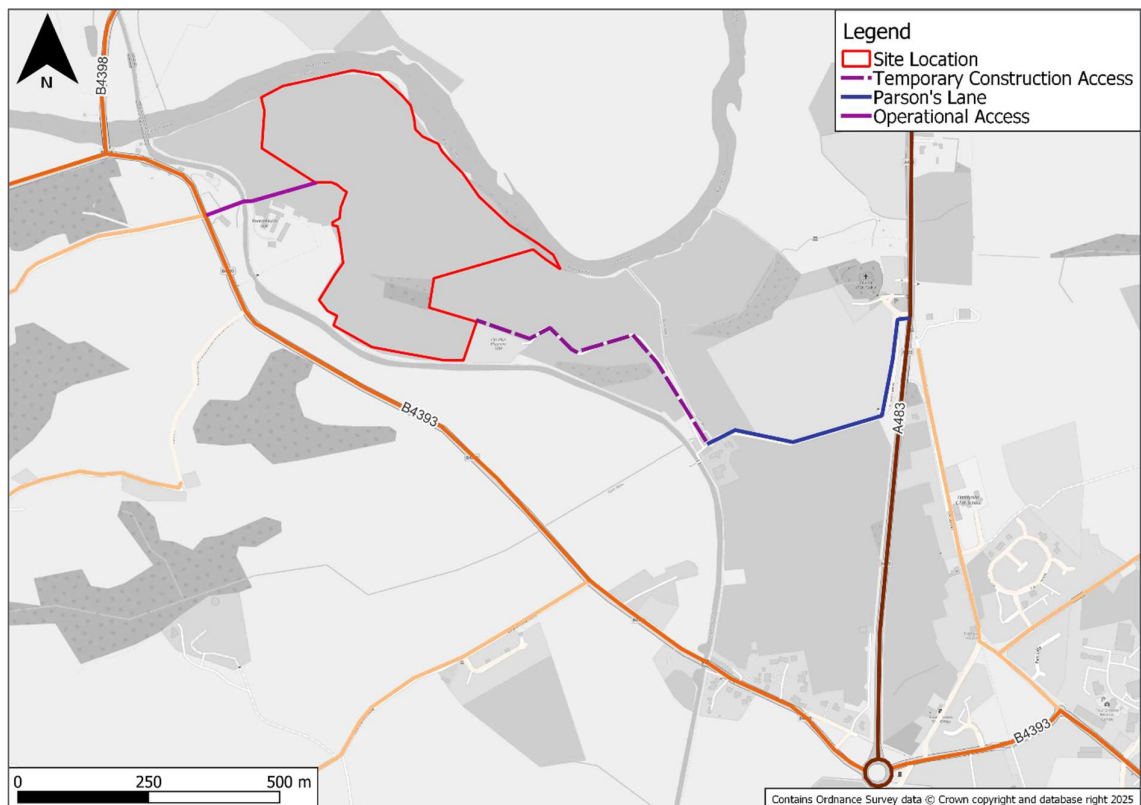
'To minimise disruption along the highway network throughout the construction phase of the Proposed Development and to maintain existing accessibility for all road users during both the construction and operational phases.'

- 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 The access strategy can be viewed in Figure 6.

Figure 6: Vyrnwy Reserve Site Access Strategy



6.3.2 Construction access to the Proposed Development will be via a temporary access track on third-party land interconnecting with Parson's Lane and its junction with the A483. The temporary access will be circa 675m in length, utilising an existing farm track (circa 475m) and a section of new track (circa 200m).

6.3.3 Operational access will be via an unnamed road off the B4393, circa 1.6km west of Four Crosses.

6.4 Parking

6.4.1 No dedicated operational parking will be provided within the nature reserve as operational trips to and from the nature reserve will be negligible.

6.5 Servicing

6.5.1 Aside from trips associated with general inspections of the new reserve, no other planned servicing requirements are proposed.

6.6 Construction Traffic Management

6.6.1 As the Proposed Development will not result in the closure of Parson's Lane and can be constructed away from the operational highway network, the following overarching construction management principles are outlined based on the anticipated minimal impact to the local highway network.

Site Access

6.6.2 Access arrangements to the site compound will be confirmed in future with a detailed site access plan. A site safety plan will also 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 site marshal will be in attendance to oversee the safety of reversing vehicles.

6.6.3 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 will monitor the public highway conditions and assess if further measures are required to maintain road cleanliness. As and when necessary, vehicle wheels will be manually cleaned prior to release onto the local highway network.

6.6.4 Where spillages/debris does affect the local highway as a result of vehicle movements, the Site Supervisor will 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

6.6.5 All construction works will be carried out between 08:00 to 18:00 (Monday to Friday) and 08:00 to 13:00 (Saturdays). Any works proposed outside of these hours will only be completed with prior confirmation from PCC.

Construction Vehicles

- 6.6.6 During the construction phase there will be vehicular movements to and from the Proposed Development 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 will largely be by HGVs and whilst staff trips are assumed to be undertaken by car or van for the purposes of this appraisal, staff will be encouraged to travel sustainably to site where feasible to do so.
- 6.6.7 A Construction Traffic Management Plan will encompass a clear arrivals/departures and parking strategy for deliveries and the construction workforce. Where site parking constraints are identified for deliveries, the plan will 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

- 6.6.8 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 A483 and interconnecting via Parson's Lane. 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 consolidation of deliveries to reduce total vehicle trips.
- 6.6.9 The traffic management plan will consider the requirement for any temporary traffic management controls for implementation, in full conjunction and agreement with the local highway authority, along with any passing places needed for Parson's Lane or the temporary access track through third party land. Temporary road signs shall be implemented to ensure construction vehicles have clear directions to the construction site and do not adversely affect the safety of other road users.
- 6.6.10 When site or weather conditions dictate, vehicle wheel washing and/or road sweeping will be used to maintain the condition of the local highway network.
- 6.6.11 Due to the Offa's Dyke Trail being a nationally recognised walking trail, it is envisaged that banks people will escort pedestrians along Parson's Lane where needed during construction of the Proposed Development.

Construction Trips

- 6.6.12 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.

7 Summary and Conclusions

7.1 Summary

- 7.1.1 This TS has been prepared by Arcadis on behalf of the Trust in support of the construction of a nature reserve known as Vyrnwy Reserve, together with associated landscaping and enabling works. The Proposed Development is adjacent to the River Vyrnwy and forms part of the Montgomery Canal Restoration Project.
- 7.1.2 The 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.
- 7.1.3 A review of PIC data shows that there are no recorded incidents that suggest a deficiency in the existing highway network, which the Proposed Development would exacerbate during both construction and operational activities.
- 7.1.4 Traffic movements generated during peak construction of the Proposed Development are forecast to be 40 vehicular arrivals and 40 vehicular departures per day. When compared with daily vehicle trips along the A483, this will result in a temporary increase of just 0.8% vehicles per day.
- 7.1.5 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 month for general inspections.
- 7.1.6 Sustainable transport methods to site are available via existing public transport and an extant pedestrian and cycle network interconnecting with surrounding villages.

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 construction and operational activities, supported by the implementation of integral design mitigation. Therefore, there is no transport or highways reason for not permitting the Proposed Development.



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