Traffic Management Plan



Hydro Aluminium

Date: 22-12-25
Revision: 001
Issued to: Project Team

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Record of Site Documentation Amendments/Revisions

Revision number	Reviewed / issued by	Date of amendment / revision	Section No. amended / revised	Amendment details
001	Richard Bennion			Initial draft

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Scope

This plan stipulates the requirements for the management of traffic on a construction site so that vehicles and pedestrians using site routes can move around safely.

Arrangements are in place to minimise the impact on pedestrians, visitors, members of the public, road users, neighbours and anyone else who may be affected by the construction works at Hydro Aluminium, Bridge Road in the Wrexham Industrial Estate, Clwyd, LL13 9PS.

UK Engineering aims to reduce the number of deliveries where practicable and minimise the interface between site traffic. Neighbours on the Industrial Estate and the public.

All efforts to comply with the following legislation are in place:

- The Health & Safety at Work etc. Act 1974.
- The Management of Health & Safety at Work Regulations 1999.
- The Construction (Design & Management) Regulations 2015.

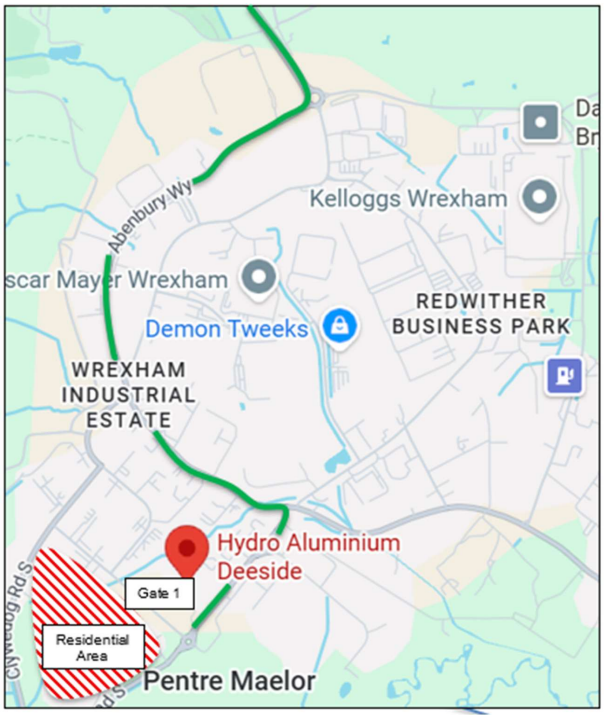
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Procedure

Access and egress to/from site

The site is accessed through the Wrexham Industrial Estate.

Primary HGV Route (Green Line): The map highlights the designated approach route for Heavy Goods Vehicles (HGVs) and deliveries. (see Appendix 1).



Route: Exit **A483** at the Gresford Interchange follow **A534** towards Wrexham Industrial Estate, Enter Estate via main arterial road (e.g., Bridge Road/Redwither Road) to avoid weight-restricted residential zones in Isycoed or Bowling Bank.

Prohibited Zones (Red Hatching): The map marks nearby residential roads and narrow estate spur roads as "No Construction Traffic" zones to prevent nuisance and congestion.

UK Engineering must assess the best traffic management route that will not put pedestrians and others at risk to site activities due to area being a busy industrial estate area, especially when

working on or adjacent to the public highway. Adequate signage, lighting and barriers will be provided.

Parking Arrangements

A designated car park has been provided on site. Consideration must be given to neighbours on the industrial estate so as not to impede on other businesses' operations.

Commented [RB1]: Check on arrangements

Deliveries

All deliveries to site must be pre-arranged in advance with Site Management to prevent a build-up of vehicles on site and on surrounding roads.

Deliveries shall be arranged to not take place in times of peak traffic, such as commuter times (rush hour), Between the hours of 07:30 am-09:00 am and 16:00pm-18:00pm.

Commented [RW2]: Are there any planning restrictions relating to hours of operations / deliveries?

Commented [RB3]: Check times for industrial estate shift patterns

Where possible, deliveries shall be staged to ensure the volume of traffic is kept as even as possible to avoid peaks.

Unloading of deliveries and materials shall be conducted safely taking preventative measures to reduce manual handling of loads. Operational risk assessments for loading and unloading activities should be referred to for specific control measures to be engaged.

Trollies and wheelie bins must be used to transport materials and waste around the site to reduce manual handling.

Larger deliveries will be managed/timetabled for a delivery slot, by prior arrangements and instructed to contact the Site Manager (TBC) before arrival to avoid the peak hour periods, this will be detailed in all material and subcontract orders. It will also be made clear to contractors that all deliveries will require the aid of a Banksman.

Vehicle Type	Delivery Type	Frequency
Muck Away Lorries	Removal of spoil	Daily / as per programme
Concrete Mixers	Concrete deliveries	Daily / as per programme
HGV – Flat bed	Material deliveries	Weekly / as required
HGV – Low loader	Mobile plant deliveries	Weekly / as required
Skip Lorries	Skip pickup / drop-off	Weekly / as required
Transit or Smaller	Plant, Equipment & Materials	Daily

Mobile Plant & Equipment

General Requirements

Note that specific controls must be provided with the work package RAMS to detail traffic management and segregation controls.

During the initial ground levelling, muck removal, and foundation stages, the primary control is the strict segregation of pedestrians from mobile plant (excavators, dumpers, and rollers). This requires development of a detailed controls using physical barriers, clear signage, and designated crossing points to prevent vehicle-people collisions.

Before any heavy lifting equipment is deployed, the ground bearing capacity must be assessed and prepared to ensure it can support the point loads of outriggers and tracks. All earthmoving machinery must be maintained in accordance with **PUWER** (Provision and Use of Work Equipment Regulations), featuring 360-degree vision aids (cameras or mirrors) and ROPS/FOPS (Roll-Over/Falling Object Protective Structures). Operators must hold relevant competence cards (such as CPCS or NPORS), and "Permit to Dig" systems must be active to avoid striking underground services before breaking ground.

Lifting Operations and High-Level Assembly

For the erection of the steel portal frame and subsequent sheet cladding, controls must focus on lifting integrity and working at height. All steelwork lifting must be conducted under a specific Lift Plan produced by a competent Appointed Person in compliance with **LOLER** (Lifting Operations and Lifting Equipment Regulations), ensuring the correct selection of cranes and lifting accessories (slings, shackles).

Exclusion zones must be established and enforced by a Lift Supervisor to protect workers from falling loads or swinging steel. For cladding and installing internal electric equipment at height, Mobile Elevating Work Platforms (MEWPs)—such as scissor or boom lifts—require the use of spreader pads to prevent sinking, anemometers to monitor wind speeds.

Communication

Contractors

All contractors shall receive a copy of this Traffic Management Plan to ensure they are familiar with the site-specific requirements. This may occur face-to-face at the contract pre-start meeting or sent electronically.

All deliveries to site must be pre-arranged and approved in advance by the Site Management Team. Drivers should advise the Site Management Team of their estimated time of arrival so adequate provision can be made. All UK Engineering rules and safe working practices are to be followed.

Deliveries of heavy plant and/or materials which are considered dangerous may require a specific delivery plan to be developed along with risk assessments and method statements. The Site Manager will advise on requirements and should be made aware of any such movement at the earliest possible time.

Incident Reporting

All incidents or near misses relevant to traffic management must be reported to the Site Manager. This includes injury, vehicle breakdown blocking road access, vehicle crash or public nuisance complaints.

For further information refer to the incident reporting and investigation process detailed in the Construction Phase Plan.

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APPENDIX 1: TRAFFIC MANAGEMENT PLAN

This appendix describes the visual layout of the Traffic Management Plan (TMP) layout below.

Site Entrance & Egress

- **Gate 1 (Main Entrance):** Located at the primary site access point.
    - **Signage:** "Construction Traffic Only," "Maximum Speed 10mph," and "Report to Site Office" signs.
    - **Security/Banksman Station:** A dedicated position for the Gate Banksman to control vehicle entry and assist with reversing manoeuvres onto the highway, if absolutely necessary (though on-site turning is prioritized).
- **Segregation:** Separate pedestrian access gate clearly marked with green walking figures to ensure operatives do not enter through the vehicle path.

Internal Site Layout

- **One-Way System (Blue Arrows):** A clockwise one-way loop around the construction footprint to minimize reversing incidents.
- **Loading/Unloading Zone (Yellow Zone):** A designated hardstanding area for deliveries, ensuring vehicles are on stable ground. This zone is strictly "No Parking" for personal vehicles.
- **Material Storage & Laydown (Orange Zone):** Located adjacent to the loading zone but outside the 10m watercourse buffer zone.
- **Turning Circle:** A swept-path area kept clear at all times to allow rigid wagons and fire appliances to turn and exit the site in forward gear.

Parking & Welfare

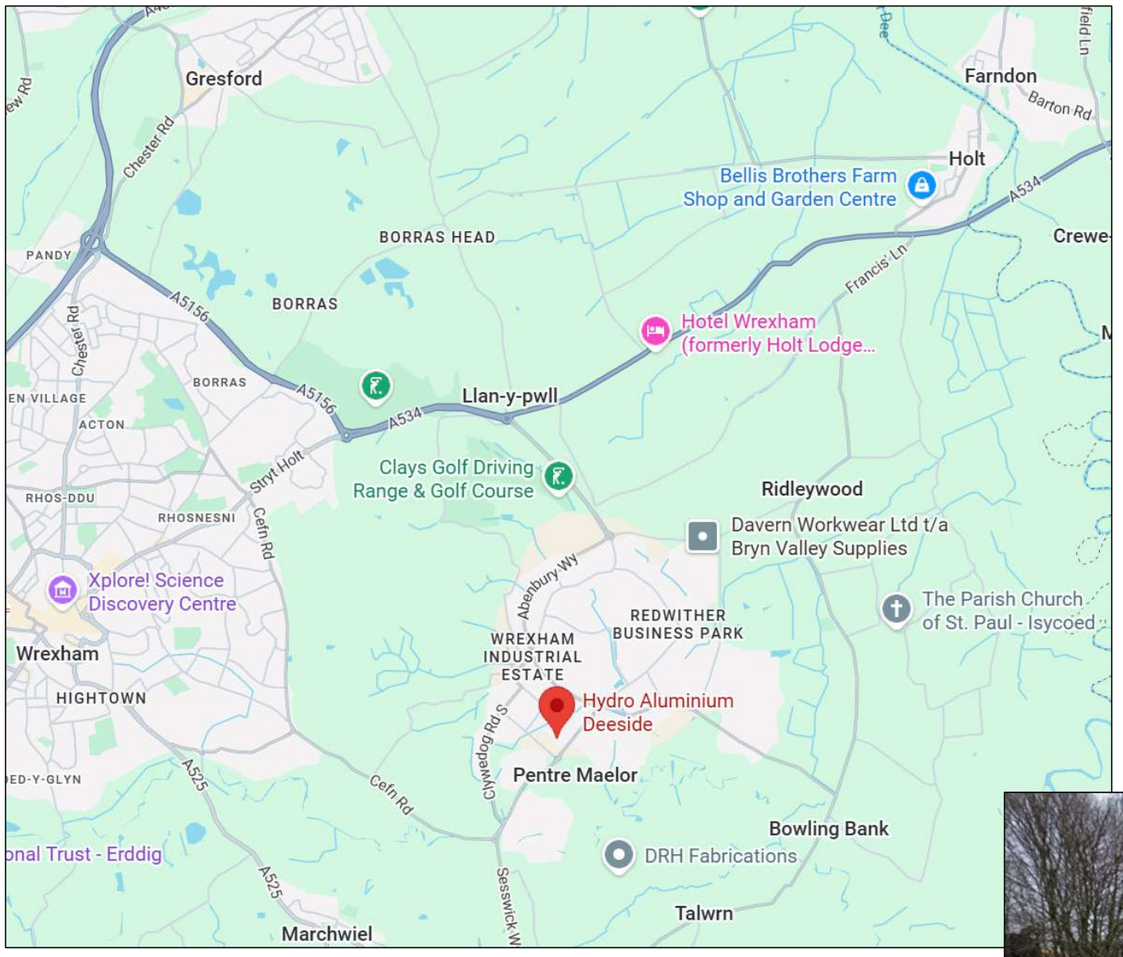
- **Site Car Park (Blue Zone):** A designated area for approximately 30 operative/visitor vehicles. This is physically separated from the heavy plant tracking routes by Heras fencing.
- **Welfare Cabins:** Located near the pedestrian entrance, safely accessible via designated walkways (yellow lines indicate walk ways).

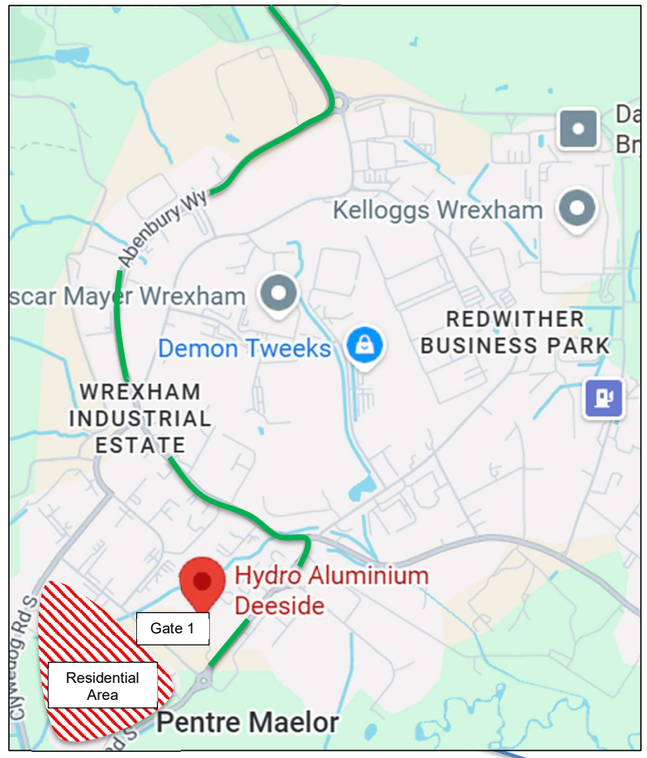
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5. Environmental Controls

- **Wheel Wash Station:** Located immediately prior to the exit gate. The map indicates the position of the jet wash and drainage run-off interceptor.
- **Spill Kit Stations (Green Tick Icon):** Located at the refuelling point, the site compound, and the wheel wash area.

External Access & Site Entrance

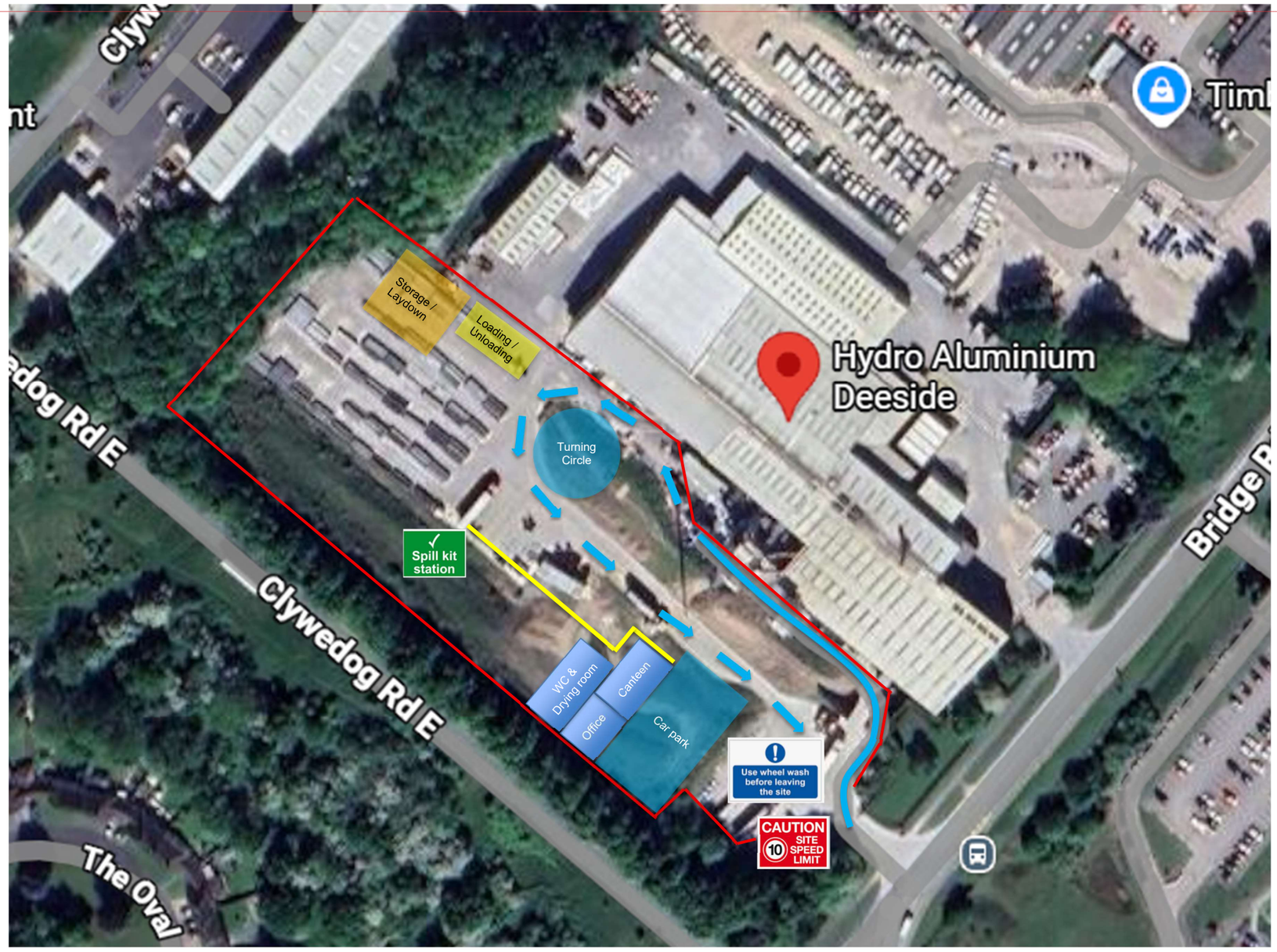






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Internal Site Layout



Commented [RB4]: Requires review by UK Engineering based on their proposal.

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