CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Date: 24th July 2026
FI REM Project: 'The Oaks', Oak Road, Wrexham Industrial Estate
Client: FI REM
Main Contractor: FI Construction
Civils Contractor: FI Construction

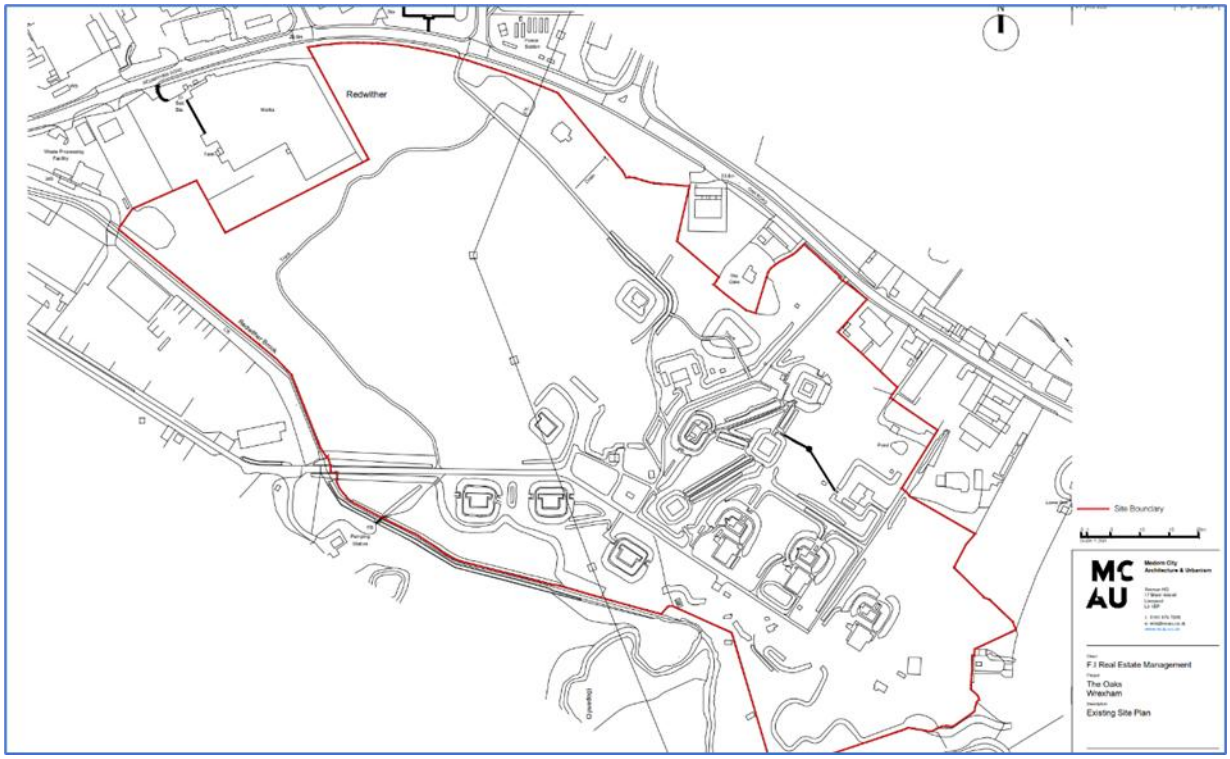
Development Proposal: Proposed Green Eco-Heritage Zone and a single 77,276sqft B8 warehouse unit with integral offices, new vehicular access, car and HGV parking, servicing and storage, landscaping, heritage and ecology mitigation and ancillary development on land at "The Oaks Site," Oak Road, Wrexham Industrial Estate, Wrexham LL13 9RG for end user, HIAB.

Prepared by: SMc
Key FI REM Personnel: Mark Adams, Head of Development& Construction
Key FI Construction Personnel: John Lohan, Operations Manager
Sholto McDonald, Senior Project Manager



1. Introduction

This Construction Traffic Management Plan (CTMP) has been prepared to support FI REM's planning application for 'The Oaks' development site on Oak Roak for a new Head Quarters for end user, HIAB in Wrexham Industrial Estate to comply with Local Planning Authority requirements. The purpose of this plan is to ensure the safe and efficient movement of construction traffic, minimise disruption to local road users, maintain compliance with all relevant safety and environmental regulations, and in accordance with traffic management restriction placed on adjacent businesses also operating in the industrial estate.



2. Site Description

The site measures 53.5 acres (21.6 hectares) and is currently unoccupied and densely overgrown. Situated on the Southern edge of the Wrexham Industrial Estate, the site is surrounded by industrial development to the north and east, farmland to the south and industrial units and HMP Berwyn to the west.
The development aims to extend the existing Wrexham Industrial Estate to provide much needed jobs in the area whilst also providing enhanced ecology and landscaping areas for public use.



3. CTMP Objectives

This CTMP has been developed to adhere to the following Local Planning Authority criteria:

- Define haulage routes for construction vehicles to ensure minimal disruption and adherence to safety regulations.
- Specify times of working and operational restrictions, including limitations on deliveries during peak hours to reduce congestion.
- Outline timings of construction traffic and the means of defining and controlling such traffic routes and schedules.
- Detail designated parking areas for construction and contractor vehicles to prevent obstruction of local roads.
- Establish areas for the loading and unloading of plant and materials within the site to enhance safety and efficiency.
- Implement measures to control mud and debris entering the highway, including wheel washing facilities and road sweeping protocols.

The objectives of this CTMP align with the Local Planning Authority's requirements to ensure that construction-related traffic is managed in a safe, efficient, and environmentally responsible manner.

For ease of contact the Construction Traffic Management Plan Manager's details are shown below:

- **FI Construction:** Sholto McDonald, Senior Project Manager
- **Email:** smcdonald@fi-construction.com

4. National Policy Context

Traffic Management Act (2004)

Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. The TMA needs to be adhered to throughout the site works that are associated with this development.

Construction Logistics and Community Safety (CLOCS) Standard

CLOCS is a national standard that requires all stakeholders in construction to take responsibility for health & safety beyond the hoardings. It demands collaborative action to prevent fatal or serious collisions between vehicles servicing construction projects and vulnerable road users: pedestrians, cyclists, and motorcyclists. https://www.clocs.org.uk/.

5. Vehicular Routes to Site

- **Primary Route:** Use the A5156 eastbound from the A483 into the estate, then continue onto the A534, turning onto Bryn Lane, before accessing Oak Road. The A5156 is a completed adopted road and provides direct access to the industrial estate via the A534 junction
- **Secondary Route:** As an alternative during peak congestion or if there are delays, vehicles may use the A525 into Wrexham, join the A534 westbound, then turn onto Bryn Lane to reach Oak Road. The A525 passes through Wrexham city and connects efficiently to the estate access via A534
- **Prohibited Routes:** Construction vehicles must not divert via residential streets or minor/unclassified roads, including access into areas like Pentre Maelor or other local housing roads not designated for heavy goods vehicles. Vehicles should strictly remain on adopted A-roads or estate roads maintained by the council to safeguard local communities and road infrastructure

Route Type	Description
Primary	A5156 → A534 → Bryn Lane → Oak Road
Secondary	A525 → A534 → Bryn Lane → Oak Road
Prohibited	No use of minor, unclassified or residential roads (e.g. local estate streets)

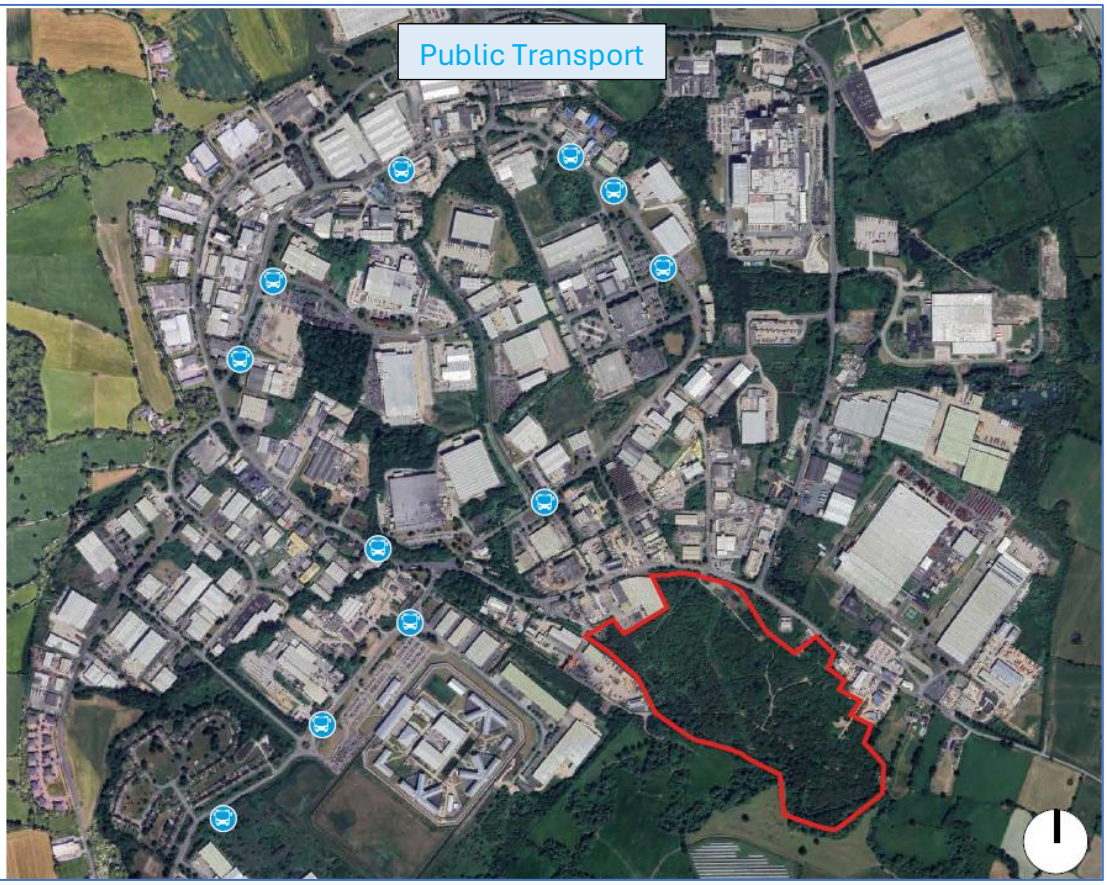
6. Public Transport

There are two railway stations close to the site, Wrexham General and Wrexham Central. The closest of which is approximately 7 km (4.4 miles) away.

There are several bus stops close to the site on Bridge Road and Coed Aben Road.

National Cycle Network Routes 45 (which runs from Shrewsbury up to Chester) is within 6km of the site.

KEY:
Ownership Boundary
Bus Stop



1. Bus Service 41/41A: Wrexham to Wrexham Industrial Estate

- **Operator:** Arriva Buses Wales
- **Route:** Wrexham Bus Station to Wrexham Industrial Estate, with stops including Market Street, Queensway, Pentre Maelor and Redwither Tower.
- **Frequency:** Approximately every 30 minutes during peak hours.
- **First Departure from Wrexham Bus Station:** 05:25
- **Last Departure from Wrexham Industrial Estate:** 22:15

For detailed timetables, please refer to the official Arriva website: arrivabus.co.uk

2. Bus Service 42W: Wrexham to Wrexham Industrial Estate

- **Operator:** Arriva Buses Wales
- **Route:** Similar to Service 41, connecting Wrexham Bus Station with the Industrial Estate.
- **Frequency:** Limited service with select departures.
- **Notable Stops Near The Oaks site:** Abbey Road (o/s Hoya Lens), Wrexham Industrial Estate (o/s CK Garage).

For the latest schedule, visit: bustimes.org

3. Bus Service 41A: Wrexham Industrial Estate to Wrexham via Queensway

- **Operator:** Arriva Buses Wales
- **Route:** Covers the Industrial Estate, Queensway, and Wrexham town center.
- **Frequency:** Regular intervals throughout the day.
- **First Departure from Wrexham Bus Station:** 05:30
- **Notable Stops Near The Oaks site:** Redwither Tower, Pentre Maelor.

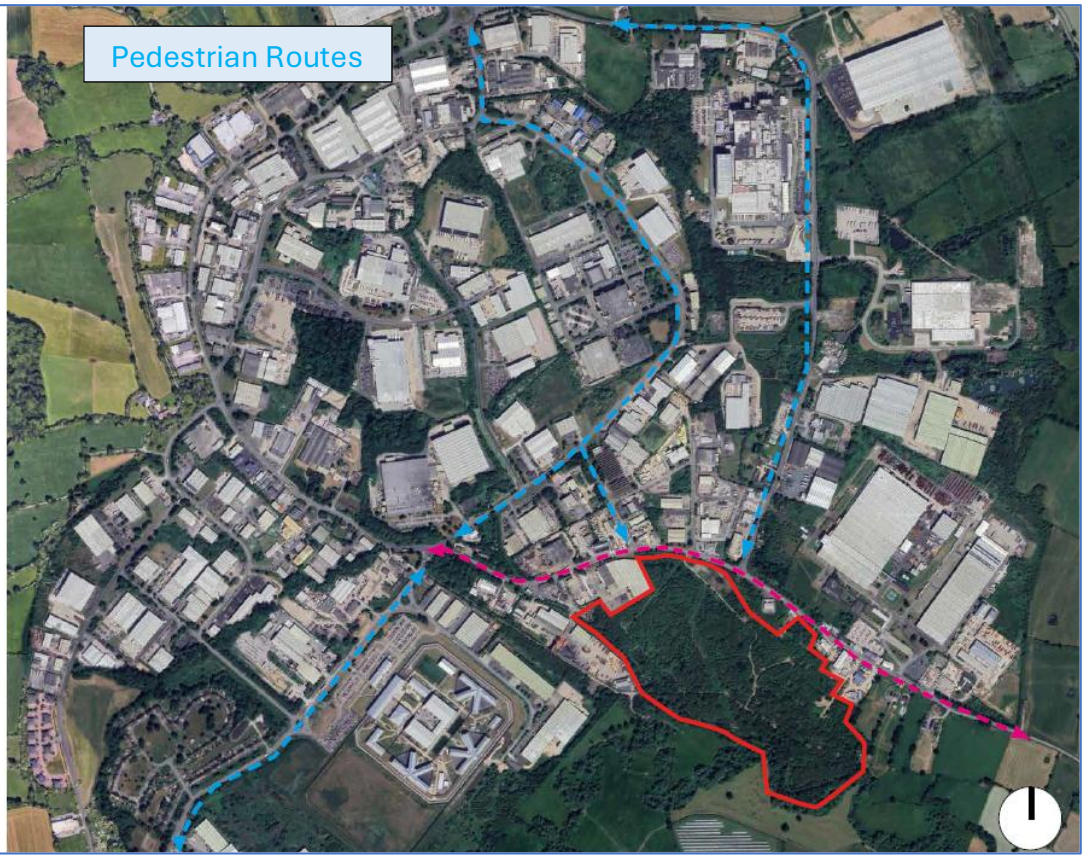
Detailed timetables are available here: wrexham.gov.uk

7. Pedestrian Routes to Site

The site is well connected for pedestrian access within the existing Wrexham Industrial Estate road network.

The site is easily accessible via numerous footpaths and is in close proximity to Wrexham town centre. The main primary dedicated pedestrian foot-way leading to the site is along off Oak Road which runs east to west on the northern edge of the site.

KEY:
Ownership Boundary
Primary Pedestrian Connections
Secondary Pedestrian Connections

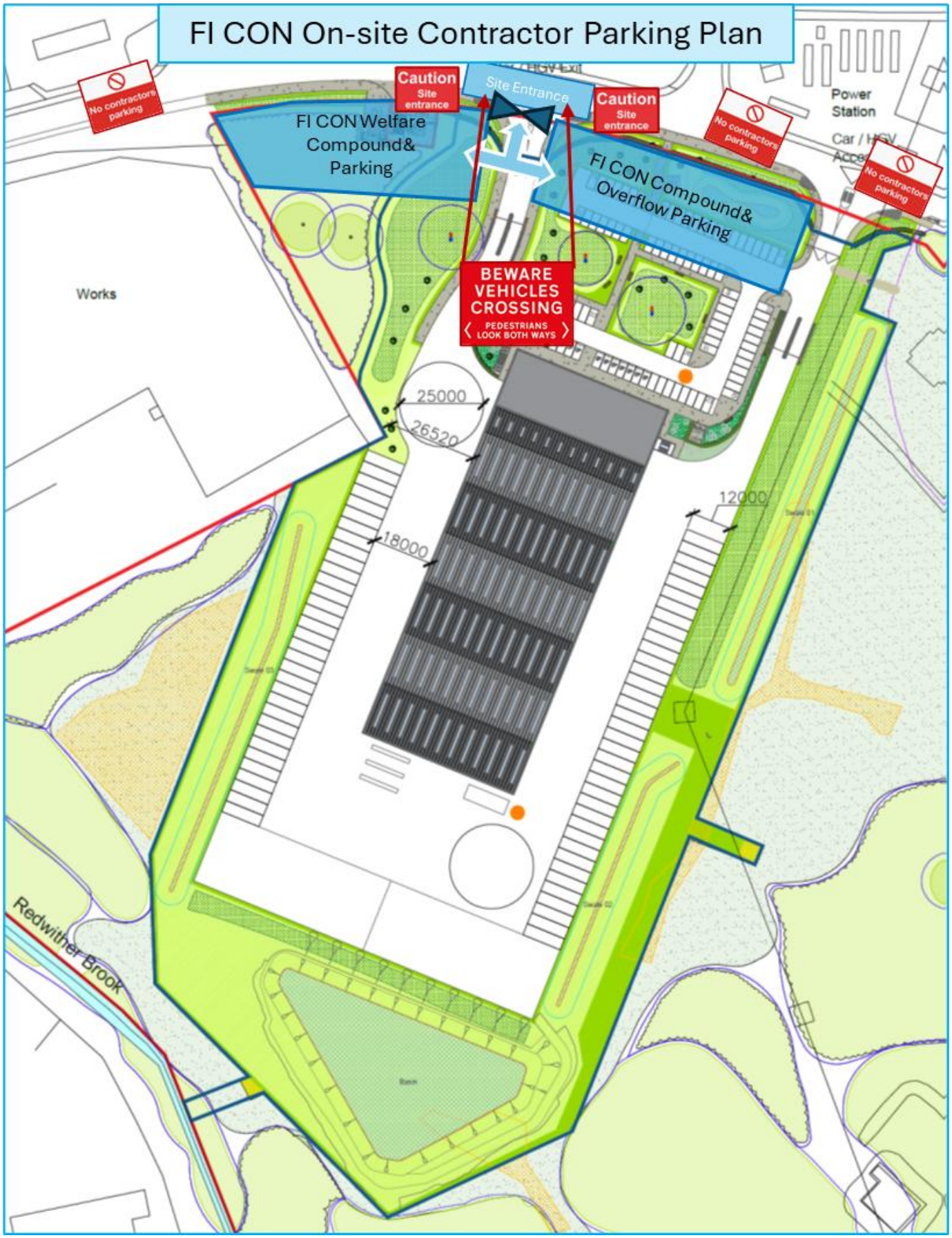


8. Times of Working/Operation and Delivery Restrictions

- **Working Hours:** Monday to Friday, 07:30 – 18:00; Saturday, 08:00 – 14:00.
- **Restricted Hours:** No works on Sundays or Bank Holidays.
- **Delivery Restrictions:** Avoid deliveries during peak traffic hours (08:00 – 09:00 and 16:30 – 18:00) to minimise impact on local road users and businesses.

9. Vehicle Parking

- **On-site Parking:** Pre-start information concerning on-site parking issued to contractors ahead of starting on site and also communicated during Site H&S Induction on all personnels first day on site. Designated parking areas within the site for contractors and construction personnel.
- **Off-site Parking:** NA
- **No Parking Zones:** Parking on nearby roads, verges or access routes will be strictly prohibited and enforced through monitoring and penalties by Wrexham Highways.


FI CON On-site Contractor Parking Plan
No contractors parking
Caution Site entrance
Site Entrance
Caution Site entrance
No contractors parking
Power Station
No contractors parking
FI CON Welfare Compound& Parking
FI CON Compound& Overflow Parking
Works
BEWARE VEHICLES CROSSING
PEDESTRIANS LOOK BOTH WAYS
25000
26520
18000
12000
Redwither Brook

10. Timings of Construction Traffic and Control Measures

- **Scheduled Deliveries:** All deliveries will be pre-scheduled to avoid congestion and reduce waiting times.
- **Marshalled Access:** Traffic marshals will be deployed at the site entrance when necessary to manage incoming and outgoing construction traffic.
- **Real-time Monitoring:** Site managers will oversee traffic flow to adjust delivery schedules if necessary.

Procedure for Arrival to Site

- ✓ Driver to call ahead to Site;
- ✓ The banksmen are mobilised and will go to position at the Site access;
- ✓ Driver will be informed the operators are in place and it is appropriate to travel to the Site via the agreed route;
- ✓ Banksmen will have a 'walkie-talkie' and will be able to communicate with each other, the Site Manager and the HGV drivers, as necessary; and
- ✓ Banksmen will assist HGVs to manoeuvre to the correct part of site.

The following procedure will be initiated when HGVs are leaving the Site:

Procedure for Leaving the Site

- ✓ Before drivers depart the Site Manager will be notified. They will then mobilise the banksmen at the Site access;
- ✓ Drivers will be advised when the banksmen are in place and will begin to leave the Site; and
- ✓ Banksmen will guide the drivers exiting the Site access to Oak Road but will not direct general traffic.

11. Loading and Unloading Areas for Plant and Materials

- **Designated Zones:** Clearly marked and segregated loading/unloading areas within the site to ensure safe and efficient operations.
- **Time-Specific Unloading:** Deliveries and unloading activities will be coordinated to avoid peak site activity periods.
- **Banksman Assistance:** Trained banksmen will oversee all loading/unloading activities to prevent hazards.

12. Cleanliness of the Public Highway

The construction works will involve the regular use of the local highways network by construction delivery vehicles entering and exiting the site with FI Construction putting in measures to minimise dust emissions and the deposition of mud and debris on the local road network through the following measures:

- Wheel wash facilities will be provided when required. These will be
  - Located near to the site access points to ensure that vehicles are appropriately cleaned prior to accessing public highways.
  - However, they will not be located in close proximity to the brook, drainage ditches or surface water drains.
  - The type of wheel wash will be appropriate to the types of vehicles being used on the site and the amount of mud and debris likely to be on the vehicles (e.g. rumble strip)
- Site haul roads will be regularly scraped to assist in the removal of debris and reduction of 'track-out'
- All vehicles leaving the site should be subject to a visual inspection before accessing the public highways to ensure that the level of dust/mud/debris on the vehicles has been minimised insofar as is practical.
- The client will undertake regular inspections of the adjoining highways and deploy road sweepers if mud, debris and dust is likely to be deposited on the main roads
- All road surfaces affected by site works shall be swept clean by mechanical sweeper as and when required.

13. Heavy Good Vehicle Movements

FI Construction will be implementing a detailed Cut& Fill strategy that targets the redistribution of topsoil and bulk excavation materials within the confines of the site. This strategy will remove the need for thousands of HGV loads of material to be removed from site and further enhancing the green credentials of the scheme and reduce the environmental impact of the development.

Below is a table capturing the estimated heavy goods vehicle movement trips:

ESTIMATED HEAVY GOODS VEHICLE MOVEMENT TRIPS					
Activity	**Type of Vehicle**	**Max. Vehicle Length (m)**	**Estimated Average Trips Per Day**	**Estimated Total Trips**	**Two-Way Movement Total**
Site Clearance & Groundworks	Articulated / Rigid	16 / 10	3.53	688	1,376
Steel Frame & Envelope	Articulated	16	2.26	440	880
Fit-Out & External Works	Rigid	12	2.26	440	880
Total	-	-	8.04	1,568	2,850
10% Buffer			8.84	1,724	4,449
Note: Vehicle trips based on 9 month period/ 5 day working week/ 12 hour day = **one HGV trip per 1.5 hours**					

14. Conclusion

This Construction Traffic Management Plan (CTMP) provides a structured and comprehensive framework for managing construction-related traffic at FI REM's industrial development at The Oaks for end user HIAB. By implementing the outlined measures, the project aims to ensure minimal disruption to the local road network, maintain safety standards and promote FI Construction as a responsible construction partner for FI REM.

The adherence to designated haulage routes, controlled delivery times, proper parking provisions and environmental protection measures will contribute to a well-managed and efficient construction process. Regular compliance checks, liaison with relevant authorities and adjustments as necessary will ensure the effectiveness of this plan throughout the construction period.

The CTMP will be monitored and updated as required to reflect any changes in construction phases, ensuring ongoing compliance with the Local Planning Authority's requirements.

Prepared by: *Sholto McDonald*
Date: *24/07/26*
Project Reference: *The Oaks*