



Chapter 8 of the Traffic Signs Manual requires that all reasonable steps are taken to ensure that the effects of roadworks and associated temporary traffic management (TTM) are kept to a minimum, with safety being the prime consideration. Chapter 8 sets out the effects of road works or temporary closures on all kinds of road user and recommends steps that should be taken to minimise these effects. As stated in Part 3 Section U7.5.4 *"Overriding is the Chapter 8 objective to minimise potential conflict between road users, and between road users and road workers and their operations by providing clear directions relating to decisions / actions required on the part of road users."*

Welsh Government (WG) as Highway Authority and NMWTRA as their Agent recognise that in some cases several options are available to the Principal Contractor and their TM Designers, and that the decision to implement one method rather than another will be influenced by Risk Assessment. It is desirable that uniform and consistent arrangements should be adopted where practicable.

To ensure that WG and NMWTRA understand why particular methods are proposed the Principal Contractor or TM Designer are required to complete the following form, which will complement the submitted TTM plan / design. The Principal Contractor will require the input of the TM Designer to do this. A completed copy of this form shall be annexed to the specific project Risk Assessment & Method Statement (RAMS).

This document is for Relaxation Scheme TTM plans /designs only and should be completed for proposed TTM on a case by case basis. Each TTM elements listed below have multiple options the TM Designer may consider.

Brief Works Description

Route / Project Name	Description of Works	Proposed Start Date
A483 Jc6 – 5 S/B	A483 Jct 6 – 5 S/B Lane closure to remove Laybye closure	28-06-26 for 1 night

Scope of the Design

Question	Risk Groups	Yes	No	N/A	* you may be asked to provide further detail to support your statement.
Has the TTM Design given suitable consideration to the safety of the following risk groups of people?	1. The TM Operatives	Yes			
	2. The worksite operatives	Yes			
	3. The travelling public / road user / others	Yes			



Description of the chosen TM Design

TTM elements	Describe proposed option	Provide justification / rationale for selected option
1. Entry Taper Position (Nearside / Offside) (Section D6.8)	Lane 1 closure	The taper location is in a safe location with clear visibility. Reduces risk to operatives installing & removing tm, reduced tm reduces the risk to general public & other road users hitting cones, signs etc, reduces length of tm, reduces installation & removal time, reduces queues
2. Entry Taper Type (Standard / Relaxed / Alternative) (Sections D6.8 & U7.6)	Relaxed alternative taper, see cad plan	The taper location is in a safe location with clear visibility. Reduces risk to operatives installing & removing tm, reduced tm reduces the risk to general public & other road users hitting cones, signs etc., reduces length of tm, reduces installation & removal time, reduces queues
3. Offside Signs (Section U2.17)	See attached Traffic management plan nearside lane one wickets on approach to lane1 closure Except double bank speeds	Nearside Sign removal to be implemented to reduce the Risk to TM personnel whilst installing / Removing TM layout. This allows us to work towards Reduced / Zero carriageway crossings to protect the workforce and the Travelling Public. Allowances to this option are based on Chapter 8 Part 3.
4. Approach & Lane-change Signage (Section U7.5)	See attached Traffic management plan All approach signs nearside only	Nearside Sign removal to be implemented to reduce the Risk to TM personnel whilst installing / Removing TM layout. This allows us to work towards Reduced / Zero carriageway crossings to protect the workforce and the Travelling Public. Allowances to this option are based on Chapter 8 Part 3.
5. Method of TTM installation / carriageway crossings (Section U2.17.3 & U2.17.8)	All installed from hard verge, safely protected by impact vehicle As per Quantum method statement	Reduced Carriageway crossings to be used on Advance warning Signs. Also a Single Roadworks D/REG END plate to be used on the Lane that is to be closed.

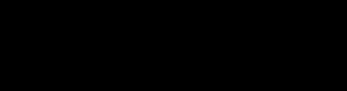


6. Temporary Mandatory Speed Limits (Section D3.7.25)	Speed limit reduced from 50mph TO 40 mph	Speed limit reduced on relaxed works through sites on A55 due to the nature of the works
7. Longitudinal Warning Lamps (Section U2.14)	18M centres	Assessment to be undertaken to be assured if the road markings and studs provide the required delineation. When warning lamps are omitted, cones should be set-back from the road markings
8. Other (State)		

Form completed by the TM Designer / TM Contractor:

Name of Organisation	Quantum Traffic management Ltd		TM Designer ☒ TM Contractor ☒
Signed		Designation	Quantum supervisor
Date	24 – 06 - 26		

Form endorsed by the Principal Contractor:

Name of Organisation	Wrexham County Borough Council (WCBC)		Principal Contractor WCBC
Signed		Designation	Quality and Planning Officer
Date	25/06/2026		

Please return to NMWTRA using trafficmanagementplans@nmwtra.org.uk



Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru
North & Mid Wales Trunk Road Agent

Dual Carriageway Relaxation Temporary Traffic Management

TM Designer's Safety Considerations Form