

Traffic Management Plan

Parc Hadau, Pontardawe

Prepared: 6th of July, 2020

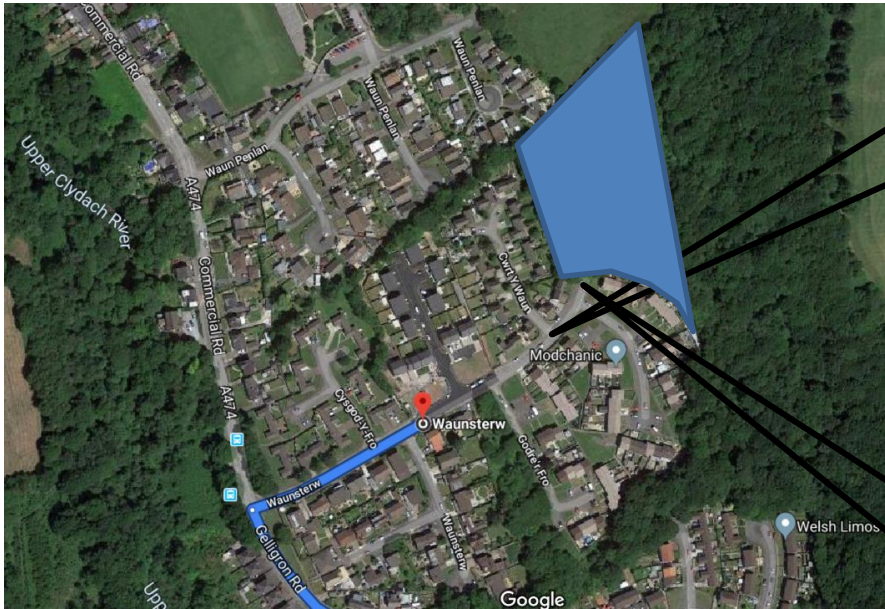
WRW Construction Ltd

Parc Hadau

Waun Sterw

Pontardawe

SA8 4NX



Looking up Waunsterw towards site entrance



Route from Jct 45 of M4
along A4067



Looking down from site entrance



Parc Hadau: Delivery Rules

1. All construction Vehicles will access the site from the M4, exiting at Junction 45 and following the route shown on the plan. All vehicles will exit by the same route
2. All deliveries will be booked in the PVM at least 24 hours in advance. Deliveries arriving outside of these hours or unannounced will be strictly turned away from site.
3. All vehicles will be required to call the PVM from the A4067 to inform them of their impending arrival. If the PVM is not ready for them they will be asked to wait.
4. Upon arrival at the site, the PVM will bank vehicles in to site and ensure compliance with PVPMP and 5MPH speed Limit.
5. If there is a requirement to reverse it will need to be supervised by the banksman, however, this is not expected.
6. Gateman to bank vehicles out of site and ensure compliance with PVPMP and 5MPH speed Limit.

Plant Vehicle Pedestrian Movement Plan

Hours of Operation

All works will be between 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays unless agreed.

Material Storage

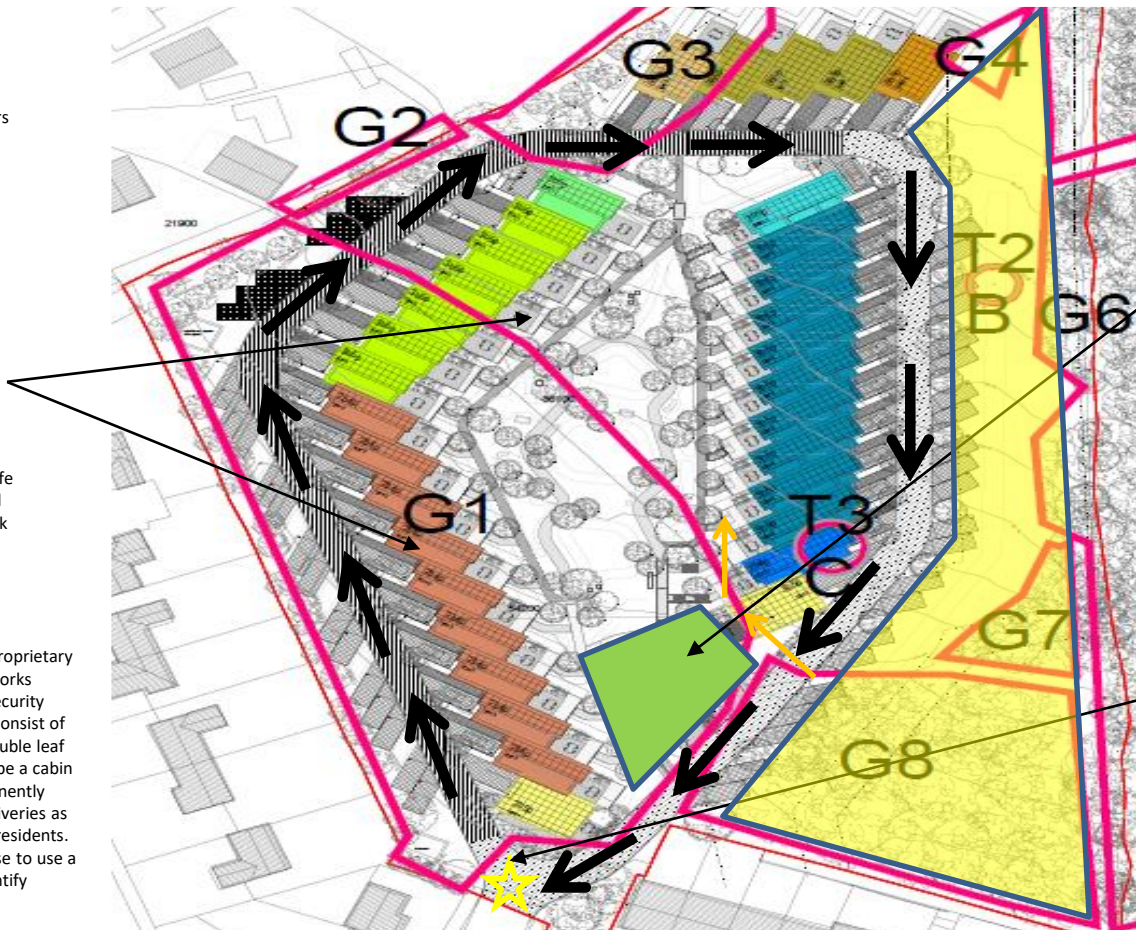
Dedicated zones will be created to store materials. Materials will be ordered "Just in time" to avoid needless storage on site. This area will be used for the storage of plant and materials throughout construction

Site Lighting

Measures for controlling the use of site lighting whether required for safe working or for security purposes will be written into all works orders. Task lighting and safety lighting will be switched off before the end of the working day (18:00)

Site Security

The site will be secured by a Heras proprietary hoarding, which will be temporary works approved and double clipped with security fittings. The main site entrance will consist of a 2.4m high timber hoarding with double leaf vehicle access gates. There will also be a cabin here for the PVM who will be permanently based at the gate to welcome all deliveries as well as coordinate any queries with residents. Outside of working hours, we propose to use a remote CCTV security Service to identify unauthorised entry to the site.



Wheel Washing

We propose to only permit vehicles to drive on the existing tarmac road onto a clean newly installed haul road. Although we do not expect a significant amount of wheel washing, our gateman will have a jet wash on site and will inspect every vehicle before it leaves. We will also have a road sweeper attend site as required.

Pedestrian Route

A fully segregated pedestrian route is provided from the Site Office to all work faces. All pedestrian and vehicle interfaces are clearly identified to pedestrians and drivers. All pedestrian routes are fully illuminated (not shown). Pedestrians are to stay within pedestrian routes unless crossing at a designated point as indicated.

Vehicle Routes

Articulated Vehicles will need to enter the site as indicated. The permanent roadway will be constructed early and will be utilised as a one way, clockwise route around the site. A barrier system will be installed to segregate vehicles and pedestrians. We will promote "Fors" cyclist protection system when placing all delivery orders.

Lifting

Lifting will be carried out by a mixture of mobile cranes, telehandlers and excavators. All lifting will be carried out in segregated areas.

Site Offices & Parking

We propose Modular solutions for our office and welfare requirements. All operatives working on the site register for and pass through a biometric turnstile at this point to ensure we have accurate records in case of emergency. The muster point is as shown. There will be on site parking for operatives and visitors. We will promote car sharing when placing orders. The segregated sales parking has not been shown for clarity.

Environmental Buffer

Protected environmental buffer. See CEMP for specific details, appended here for clarity – extends further than displayed here.

Gateman

A gateman will be positioned at the gates at all times during operation. All vehicles will stop at the gate and receive further instruction before proceeding to be unloaded.

Unloading Zones

A dedicated unloading zone will be created for all materials in. Unloading will be from within the site hoardings access via gates (not shown). Distribution thereafter will be via telehandler (Horizontal) and



All areas,
All times



Site Entrance



Vehicle route



Pedestrian route

Construction Environmental Plan Extract of Site Constraints

Please refer to Construction Environmental Plan for further details on the environmental constraints.

