

Lonlas Avenue, Skewen, Neath

Construction Traffic Management Plan

11th April 2024

EBM Holdings Ltd

Project Ref:4016

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1 INTRODUCTION

- 1.1 The purpose of the Construction Traffic Management Plan is to outline our approach to managing the proposed construction works at Lonlas Avenue, Skewen, Neath. This document includes specific comments on the site establishment, access, deliveries and the process of managing the overall traffic and environment surrounding the site. It will also ensure that the construction works cause the minimum disruption to the residents to ensure that a safe working and living environment is maintained.

Planning Permission

- 1.2 The site has been subject to a number of planning permissions as listed in Table 1.

Reference	Decision Issue Date
P2022/1093	24 Jan 2023

Table 1: Site Planning History

Description of the project

- 1.3 The works comprise the following:
- Construction of a new access road and junction onto Lonlas Avenue; and
 - Construction of 2 pairs of semi-detached new residential dwellings.

Contact details

- 1.4 Site Manager – To be confirmed
- 1.5 Construction Manager – Gethin Edwards, EBM Ltd
- 1.6 Technical Manager – Gareth Edwards, EBM Ltd
- 1.7 Health and Safety Advisor – Mr Mark Thomas, 1 Parc Wern, Skewen, SA10 6DQ. 07904 465187

Site constraints

- 1.8 The site is west off the north end of Lonlas Avenue and sits on ground rising from this adopted highway. At present there is no pedestrian access to the site but this will be accommodated from the new junction onto Lonlas Avenue. There is currently no vehicular access to the site from Lonlas Avenue.
- 1.9 The northern boundary of the site is approx. 1.5m from the existing northern wall of the boys youth club, currently this is dense scrub land.
- 1.10 The western boundary is marked in part by the edge of the Lonlas Avenue highway, the eastern block boundary wall of No. 1 Lonlas Avenue and scrub.
- 1.11 The southern boundary comprises of a number of dilapidated out buildings and scrub land.
- 1.12 Finally, the eastern boundary is approx. 1.5m from the existing eastern wall of the boys youth club, currently dense scrub land.

Materials and construction

- 1.13 The new four dwellings will be of traditional construction, with concrete floors, block/stone cavity walls and a pitched roof. Generally, materials are small scale and light weight which allows them to be moved easily.

Strategy

- 1.14 The Construction Traffic Management Strategy for the project is one of minimising the interface wherever possible between the residents and any site traffic during the project by reducing and controlling vehicular movements on the project.
- 1.15 This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions.
- 1.16 The Health & Safety Executive (H.S.E) expect to see traffic management plans that include.
- Planning and managing both vehicle and pedestrian routes;
 - The elimination of reversing where possible;
 - Protection of the public;
 - The provision of signs barriers;
 - Adequate parking and offloading / storage areas.

2 RESIDENT CONSULTATION

- 2.1 Residents along Lonlas Avenue will be contacted via a letter drop prior to work starting and confirming the timings of any potential works that may disrupt their normal day to day activities. Notification will also be made prior to activities which will affect Lonlas Avenue such as utility excavations and forming the new access junction.
- 2.2 In this there will be contact numbers for the site team along with office numbers for reporting any issues and concerns. Any concerns will be logged and actioned immediately.
- 2.3 The concerns we will address are:
- Contractor's parking;
 - Limiting of construction traffic on Lonlas Avenue;
 - Lorries unloading in Lonlas Avenue;
 - Pedestrian routes;
 - Site security, cleanliness and noise.
- 2.4 These concerns have been addressed in this CTMP and will be monitored and reviewed by the relevant site personnel during the development. The CTMP is an adaptive document and as such will be updated as the contract progresses.

3 TRAFFIC MANAGEMENT PLAN

Lonlas Avenue

- 3.1 Lonlas Avenue can only be accessed from the wider highway network along the A4230 Park Avenue. The residential dwellings along these roads have limited off street parking so residents have to park on street. Parking is on the western side of the highway and cars are parked perpendicular to the direction of the flow of traffic.
- 3.2 This on street parking narrows the vehicle carriageway to single working. Oncoming vehicles have to pull over to allow another vehicle to pass.
- 3.3 The majority of dwellings along Lonlas Avenue itself benefit from having off street parking, however there are plenty of dwellings in the vicinity that do not benefit from off street parking so there are typically a number of vehicles parked on the carriageway.
- 3.4 All contractors are required to give details of proposed timing of materials deliveries to the site. At this stage they will be given a specific area for delivery along with the booking-in process to enable congestion to be minimised.
- 3.5 The Traffic Management Plan and the control measures will be included in all the trade contractor tender enquiries to ensure early understanding and acceptance/compliance with the rules that will be enforced on this project.
- 3.6 There will be no pedestrian access to the site for the public during construction.
- 3.7 Immediately upon commencement, all deliveries, operative and visitors will report to the Site Agent or his representative.
- 3.8 They will be inducted by company staff, and be informed of emergency procedures, assembly points, first-aid, site rules, location of welfare facilities, etc. They will be instructed to sign in and out at the site office each day. PPE appropriate to the tasks being undertaken will be checked upon signing in.

Temporary access

- 3.9 A new temporary vehicular access will be created on Lonlas Avenue, at the location of the permanent site access. This will involve the following:
 - Double gates approximately 4.2m wide will be fixed between pillars so that they can only open inwards. The gates will remain permanently padlocked shut out of working hours. During working hours, the gates will only be opened to allow access for the main contractor's vehicles and deliveries.
- 3.10 A temporary ramp will be constructed from the pavement on to site level. The site access road will be constructed in compacted Type 1 sub-base material.

Use of temporary access

- 3.11 The temporary access will be used by the main contractor's and delivery vehicles only.
- 3.12 The entrance gates will be kept closed and the footpath will remain fully operational, except when materials are being moved. On such occasions, site staff will be on hand will monitor and direct pedestrian and vehicular traffic.
- 3.13 Drivers will be instructed to drive up the ramp and leave the site in a forward direction.

4 ENABLING WORKS

4.1 The initial enabling works will be undertaken using minimal labour and machinery, and will comprise:

- Creating a temporary access track;
- General site clearance, removing existing vegetation, removing trees and their root balls and disposing off site to tip; and
- Stripping and stockpiling top soil.

4.2 This work will be undertaken between the hours of 08:00 – 17:00 on weekdays and 08:00 to 13:00 on Saturdays. No work will be undertaken on Sundays or Bank Holidays.

4.3 There are likely to be 2 employees erecting security fencing to allow controlled access from Lonlas Avenue.

Construction of vehicle access

4.4 The temporary vehicle access will be constructed in compacted Type 1 sub base. This is in order to prevent any loose material transfer to the highway which could result in a hazard to all users of the highway.

4.5 Stone for the sub-base of the temporary access ramp will be delivered to Lonlas Avenue using a six or eight wheeled rigid tipper lorry.

Temporary works

Secure site compound

4.6 A temporary construction compound will be installed within the site near the site access. For the compound, it is proposed to lay a 150mm MOT crushed road stone tamped into the ground from the back edge of the vehicle access to mitigate any softness in the existing grassed-over hardstanding.

4.7 A drawing detailing the location of the secure compound is included in Appendix A.

Parking for site operatives

4.8 Within the secure site compound there will be an area allocated for site operative parking and visitor parking.

4.9 There are likely to be a maximum of 6 employees engaged on the enabling works. Initially 2 staff vans will park on Lonlas Avenue but once the fence is created and the temporary access track laid the site compound and the welfare facilities will be established.

Storage of plant and materials

4.10 The secure site compound will be used for the delivery and storage of plant and materials. A drawing detailing the location of the secure compound together with an area for construction delivery vehicles to turn around is included in Appendix A.

4.11 Once the new access is formed, an 8-ton tracked excavator, a 2-ton dumper and a roller will be delivered to the site, using a four wheeled rigid lorry, and stored at the back of the site for much of the contract.

- 4.12 Delivery of site security fencing and signage will be by small lorry, unloading on Lonlas Avenue, and items man-handled from there into position along the boundary.
- 4.13 All drivers and contractors will be briefed to show due courtesy to the local residents at all times and site access and caution signs will be put in place.

Facilities for site operatives and visitors

- 4.14 The site welfare compound will accommodate up to 2 no. temporary port-a-cabin-type buildings. These port-a-cabins are required for offices, toilets, canteen and storage and each will be between 6 metres to 8.5 metres in length.
- 4.15 Welfare facilities will be offloaded from Lonlas Avenue and placed in the south eastern area and remain in place for the duration of the contract.

5 CONSTRUCTION PHASE

Introduction

- 5.1 This section of the report details the vehicle trips associated with staff and deliveries of components and construction materials. It considers the type and anticipated number of vehicles accessing the on-site compound, those that will arrive at the transshipment area and any mitigation measures that may be required.
- 5.2 EBM Holdings Ltd will implement the CTMP for the whole project.
- 5.3 The Site Agent and Contracts Manager will be responsible for complying with this CTMP and keep the document up to date on a daily basis.

Construction programme

- 5.4 It is anticipated that the development will take approximately 52 weeks to construct, including ground works, construction and final fit out of the dwellings and the access road construction.
- 5.5 The first 2 weeks will see initial deliveries to the site involving site access construction, security measures such as security fencing to be placed around the perimeter of the site and to protect the trees, hedgerow and tree removal and establishment of a site construction compound.
- 5.6 Following the enabling works and the establishment of the site, items such plant, materials and equipment will be delivered to site to enable the construction phase to commence.
- 5.7 The estimated traffic movements associated with the main works are summarised below. While these numbers are current best estimates, they cannot be confirmed until a Contractor has been engaged.

Type of vehicle	Average vehicles per day (in/out)	Vehicles in peak hour
Staff vehicles	6 / 6	5 arrive am, 4 depart pm
General deliveries	10 / 10	3 arrive am, 0 depart pm
Construction materials	5 / 5	0 arrive am, 0 depart pm
Concrete deliveries	3 / 3	0 arrive am, 0 depart pm
Fixed bed delivery lorry	1 per week	0 arrive am, 0 depart pm
Low loader	1 per month	0 arrive am, 0 depart pm

- 5.8 Vehicles referred to above are averages across the site construction works. There will be days where there are no deliveries and says where the maximum vehicle movements will be higher than the average and peak numbers listed in the table.
- 5.9 The final 2 weeks of construction will see fewer HGV movements, with construction completed from the materials already delivered to site. They will involve commissioning and testing of the works and the removal of the site compound and temporary welfare facilities.

Staff numbers

- 5.10 It is anticipated that there will be approximately 6 to 20 construction staff on site at any one time, with the exact number depending on each phase of construction. It is considered that there will be a degree of vehicle sharing by construction staff.

- 5.11 A temporary parking area will be provided within the secure site compound for construction staff, adjacent to the materials delivery compound.
- 5.12 It is anticipated that construction operations will be undertaken between 08:00 and 17:00 Monday to Friday and 08:00 to 13:00 on Saturday.

Parking

- 5.13 There will be parking for 4 vans on the site compound and there will be sufficient space within the site for a further 4 vans, on days when materials are not being moved.

Deliveries

- 5.14 All new employees and subcontractors will be inducted by the contracts manager or site agent. Suppliers will be informed by way of their purchase order of the processes and timings for their deliveries and the site access will be manned whenever materials are delivered to ensure that the temporary barriers are removed and reinstated as necessary.
- 5.15 Materials will be offloaded from within the site and stored within the site compound as shown on the drawing in Appendix A. From there, they will be transported by the tele handler to where they are required on site.
- 5.16 All construction activities will be segregated from the public.
- 5.17 Direct deliveries to the site will be controlled and consist of stone, macadam, concrete, building materials and skips. Concrete for foundations will be delivered using 2 axle 6m³ or 8m³ ready mixed concrete lorries with a maximum load of 32 tonnes. Macadam will be delivered using either 6 wheeler rigid tippers (26 tonnes) or 8 wheeler tipper lorries (32 tonnes), and skips will be delivered and collected using a Tele hoist fixed arm skip loader.
- 5.18 All other building materials etc. will be delivered on 2 axle flatbed lorries with an integral Hiab.

Vehicle call up procedure

- 5.19 All deliveries will be pre booked and allocated arrival times whether (am) or (pm) slots.
- 5.20 Delivery instructions will be sent to all suppliers and contractors.
- 5.21 Suppliers shall call the site a minimum of 20minutes before their vehicle arrives at site to confirm that the loading area is available.
- 5.22 If the loading area is unavailable construction vehicles shall not proceed to the site.
- 5.23 Vehicles, except during the course of constructing the temporary access, shall not wait or stack on Lonlas Avenue unless specific arrangement made with Swansea City Council Highway department prior to stacking.
- 5.24 The loading area shall be clear of vehicles and materials before the next lorry arrives.
- 5.25 Contractors' vehicles shall not park on Lonlas Avenue at any time.

Waste and recycling area

- 5.26 Waste materials will be segregated into specific skips stored on site and serviced by a 24ton skip loader.

- 5.27 Covered skips will be used as necessary to contain any loose packaging. Checks are to be carried out by site management to ensure the site and surrounding areas are kept clean and tidy, which will be recorded on the weekly check form.

Wheel wash Facility

- 5.28 The new temporary access/entrance road to the site will be constructed at the commencement of the development and kept clear of mud, debris and materials at all times. Wheel washing facilities (pressure washing facility) will be created at the entrance to the site, as indicated on the construction site management plan. All vehicles leaving site will be inspected, and wheels to be washed as required to prevent mud/debris being spilled onto the roads. The roads will be inspected/monitored on a daily basis and if required a road sweeper will be implemented.

Management of dirt & dust

- 5.29 The temporary site entrance and ramp are to be kept tidy and clear of mud, debris, and materials at all times. Any dust arising from the ground/site conditions prevalent in dry spells and generated by wind and plant traversing the site, will be controlled by suitable water suppressant/spraying water as required. The site manager/site staff are to monitor weather conditions, prevailing winds, and site conditions and implement dust suppression as required to avoid causing nuisance to pedestrians and neighbouring properties.

Road condition survey

- 5.30 If required by the Local Authority, the contractor can undertake a Road Conditions Survey along Lonlas Avenue. It would be proposed to undertake a conditions survey before, during and after construction, to ensure that any damage caused by construction vehicles associated with the development was recorded, thus allowing the contractor to fulfil their responsibility by rectifying any damage.
- 5.31 The survey methodology would be agreed with the Local Authority and reports would be prepared as a source of evidence should any damage claims arise.

Environmental protection

- 5.32 Potential impacts of construction traffic including noise, vehicle exhaust emissions, dust, and mud and debris on roads will be mitigated through strict adherence to the proposed construction routes and permitted hours of working.
- 5.33 Controls under health and safety legislation and good construction site practices, will also be adhered to, such as wheel wash facilities on exiting the site and, if required, regular cleaning of Lonlas Avenue to ensure there are no mud deposits left on the delivery route.

Monitoring

- 5.34 The measures detailed within this report will be monitored by the contractor to ensure they are adhered to and any potential negative effects arising from the construction deliveries are prevented.
- 5.35 It is in the interest of the construction programme that deliveries are not affected by existing traffic movements and therefore construction routes, delivery timings and access arrangement will be continually recorded and reviewed throughout the construction period to ensure an efficient and smooth construction programme.

Site access construction

- 5.36 The majority of the works will not have an impact on the adopted highway, it is only when the site access road is connected to Lonlas Avenue.
- 5.37 The required traffic management for when the driveway access is connected to Lonlas Avenue is shown in Plan SC3. The footway will be closed, but as there is an alternative route on the opposite side of Lonlas Avenue this is not considered an issue.

6 SITE ADMINISTRATION

Prevention steps

- 6.1 Typically speaking, concrete deliveries are requested at 07:30 am to avoid rush hour periods and if a second delivery in a day is needed, it is usually around 11:00, but two deliveries a day are rare. It is exceptionally rare to have any deliveries or collections past 3pm.
- 6.2 Welfare Units, Storage Container and Plant deliveries can be requested to miss the usual peak hour rush hours if deemed necessary.
- 6.3 Additional material requirements will also be requested to do the same. They are requested to fit in with site requirements.
- 6.4 Deliveries will be booked in with the Site Manager, a site representative will be in position before any expected delivery.
- 6.5 Persistent offenders will be reported to the Contracts Manager, who will action with the directors of the offending company.

Site administration

- 6.6 Responsibility for Construction Traffic movement is that of the Site Manager together with the Site team they will:
- Ensure that subcontractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries and giving the required notices.
 - Prevent unauthorised contractors parking and the congestion of traffic. All personnel in the team will be in contact with each other and site management who in turn will have mobile and telephone contact with the subcontractors.
 - Provide a site representative at the access gates when required and the loading/unloading area.
 - Maintain roads in a clean and safe condition.
 - The site manager will carry out physical checks on site to ensure that the standards are kept. This will be recorded on their site manager's weekly check form.
- 6.7 It is recognised that not all deliveries are notified to the contractor; such deliveries are usually smaller, deliveries by third parties and on occasion simply not booked in. The site compound will remain accessible so such deliveries can be accommodated off the highway.

Noise control

- 6.8 The permitted hours of work when noise can be audible at the construction site boundary shall be confined to the opening times identified above. Any noisy operations outside these hours cannot be undertaken.
- 6.9 Noise and vibration must be kept to a minimum by methods of work that conform with the 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' (see BS 5228 Parts 2 and 4: 1997 and EC and UK Noise Legislation, as applicable).

- 6.10 All plant and vehicles associated with the construction phase will be fitted with appropriate silencers etc.

7 RISK / HAZARD / ACTION MATRIX

RISK	PEOPLE AFFECTED	EXISTING CONTROL MEASURES	FURTHER PREVENTATIVE ACTION REQUIRED
Collision with vehicles not related to construction	All those with vehicles within our sphere of operations	Existing speed limits Warning signs	Issue instructions to all delivery companies and staff that crawling speeds are mandatory with hazard lights turned on. Use of banksmen to guide delivery vehicles
Collision with vulnerable users beside the site	Any visitor to the site and crew operatives driving or walking to site	Relatively few people are likely to be around when any traffic movements are taking place. There are footways on both sides of Lonlas Avenue near the site entrance so pedestrians can use the opposite side of the road and this will minimise the risk of meeting pedestrians walking beside where entry to the site will be from.	Placement of construction signs warning of works close to the site entrance. Approaching the construction site entrance, drivers to switch on hazard lights. When on the access road drivers will reduce speed to a crawl and only move with the aid of a banksman
Transfer Vehicles getting stuck on site	All transfer vehicles and site crew vehicles	The temporary access track and compound will be laid with compacted Type 1 sub-base.	Use a banksman in and out of site and ensure drivers stay on the access road. Request delivery drivers to turn around when in compound and drive back out of the compound on the access road facing forward
Delivery vehicles cannot gain entry due to parked cars	All delivery vehicles and site crews	While there are NO no parking signs beside the compound, or road markings prohibiting parking, cars do NOT park on the road.	No further action required other than placing a sign on the compound fencing at the entrance to the haul road stating not to park in front of the gates
Delivery vehicles damaging buried services	The owners of the buried services	The site has had services checks carried out and all known services have been identified and the invert levels are known. The site has also been CAT scanned to verify the positioning of services, and they match the records received with no others on site identified that were otherwise unknown	No services affected. If found, to further protect the services Aluminium track way will be laid over these service runs.
Keeping the highway free of site generated mud and debris	All road users	The junctions of the site access where it intersects with the adopted highway will be constructed of Type 1 GSB on a membrane.	A water bowser and pressure washer will be on site to clean any delivery vehicle wheels if it is needed to be done to protect the highway.
Control of traffic while delivery vehicles are Entering and exiting the site	All traffic using the adopted highway at the time of egress from site	A qualified Banksman wearing PPE will be controlling entry and egress of delivery vehicles. Copies of training certificates will be held in the site compound for	Banksmen will utilise Chapter 8 STOP GO boards to control motorists on the adopted highway while the vehicles are

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		inspection.	exiting the site.
Contractor vehicle parking and material storage – ensuring there is no disruption to local residents	All members of construction company and local residents	Crews will share vehicles to get to site. Crews are not permitted to park on the road.	No further control measures needed. There is adequate car parking within the compound for all crew and for material storage, materials will be unloaded within the compound also.
24 hour Emergency Contact details	Anybody with the need to make emergency contact with the contractor	Adequate signage giving emergency contact numbers will be displayed in various positions around the site attached to the fence line	The design and content of this board will be agreed with the client but an example board has been provided within this document. The numbers will be for the Construction company director/s and the site manager (TBC)
Adequate insurance for works on site is needed, specifically Liability Insurance for £10million		A copy of the insurance certificate will be held in the site compound for inspection.	
Damage to the highway or kerb stones at entry / exit point	Users of the highway	A photographic condition survey will be taken by EBM Limited of the approach to and the entry point to the site and copies supplied to the Highways Department before works commence, if required.	Before works commence, we will provide the Highways Department with proof of the accreditation the company engaged holds

8 RISK ASSESSMENT

Part A RISK ASSESSMENT

PREPARED BY:		DESIGNATION:	Safety Consultant				
ACTIVITY: Safe Use of Vehicles in Places of Work							
LEGEND:							
Likelihood and potential Severity:- 1=Low 2=Medium 3=High							
Risk Rating(LxS):- 1-4=Low(Acceptable) 6=Medium(Consider further controls) 9=Unacceptable(Do not proceed)							
SIGNIFICANT HAZARDS IDENTIFIED:		RISK ASSESSMENT					
		UNCONTROLLED		CONTROLLED			
		L	S	RR	L	S	RR
Loading/unloading of vehicles							
• Falls from a height from access to/from							
• Persons being struck by passing vehicle		3	3	9	1	3	3
• Collision of vehicles							
• Contact with overhead electricity cables							
Reversing vehicles in confined areas		3	3	9	1	3	3
• Striking/crushing/running over persons							
Driving/parking on sloping ground		2	2	4	1	2	2
• Steep gradients causing vehicles to lose control/overtake							
Tipping of Loads		2	2	4	1	2	2
• Unstable ground							
• Unstable loads							
Coupling/uncoupling trailers		2	3	6	1	3	3
• Crushing							
• Entrapment of limbs							
• Uncontrolled movement of trailer							
Restricted site access and room around site		3	3	9	1	3	3
• Vehicles striking/crushing persons on foot (workers/neighbours/members of the public)							
Outside site		3	3	9	1	3	3
• Members of public being injured as a result of work-related vehicle movements							
PERSONS AT RISK	Y/N	DETAIL					
EMPLOYEES	Y						
CONTRACTORS	Y	Other contractors on site					
MEMBERS OF PUBLIC	Y	Neighbours and users of Lonlas Avenue					
OTHERS	Y						
CONTROL MEASURES:							
A safe system of work shall be adopted, detail of which is contained in this Traffic Management Plan.							
Refer to separate risk assessments for use of any Excavators, Dump Trucks, Fork Lift Trucks etc.							
MONITORING AND REVIEW:							
Activities to be monitored by Management							
Review required:							
• when further information is received or where there is a change in circumstances, update Plan and Drawing accordingly and inform all personnel							
INFORMATION TO BE PROVIDED TO EMPLOYEES:							
• Content of this risk assessment							
• Job briefings for all tasks							
• Details of traffic management and control to be given to all suppliers and sub-contractors							

Part B LOCATIONS

LOCATIONS WHERE SIGNIFICANT HAZARDS EXIST:		
WITHIN WORKPLACE: 1. Access onto the site 2. Within the site compound 3. Within the site car park 4. Within the construction area		
OUTSIDE WORKPLACE: 1. New site entrance / cross over on Lonlas Avenue 2. Along Lonlas Avenue – a residential two way road with footways		
SITE SECURITY / FENCING	Yes	No
Are control measures in place to prevent access to the site/work areas by unauthorised persons?	Y	
Which of the following will be used?		
• Heras type fencing panels	Y	
• Hoarding	Y	
• Existing fencing present?	Y	
• Localised temporary pedestrian barriers during loading etc.	Y	
• Early erection of permanent boundary fences / walls	Y	
Note: Where Heras type fencing panels are erected, any fence panel temporarily removed must be secured in place so as to prevent them falling. This includes where such panels are used as site entrance gates.		

Part C VEHICLES Work equipment to be used in connection with the works:

VEHICLES/MOBILE PLANT	Yes	No
Delivery vehicles (including 20t tippers, timber frame deliveries, etc.)	Y	
Excavators (wheeled/tracked)	Y	
Demolition plant	Y	
Mobile crane	Y	
Ride-on roller/Pedestrian Roller	Y	
Telehandler / Forklift Truck	Y	
Dump Truck (rear load/front load)	Y	

- The new site entrance will be formed to the south west side of the site. A temporary road surface will be laid until the permanent road junction is completed (by others). We will ensure that a suitable vision splay is provided for vehicles egressing the site. Appropriate temporary signage will be erected.

- The compound and site access road will be laid with stone, which will allow surface water running a specified route to a soak away or other agreed discharge point. This will also minimise the creation of mud and silt. Where necessary, vehicles will be cleaned prior to their departure from areas of the site which could contaminate clean areas (provision of water hose for wheel washing and designated wheel wash area). The cleanliness and condition of the road will be monitored by site management.

- The design and planning of the project will consider the need to minimise the impact of the construction activities, in particular those associated with the construction related traffic, on the neighbouring premises and immediate public highway. Deliveries will be planned in line

with the programme of the works, whilst minimising impact of the frequency and sizes of vehicles.

- All construction related vehicles to be used on site will be suitable for their intended purpose, in addition to suitable for site conditions, i.e. narrow and restricted site access route.
- All work equipment will be maintained in good order and operated by competent persons.
- All reasonable measures must be taken to avoid the need for vehicles to reverse. A designated turning / reversing point will be established within the site. A Vehicle Marshal will be present to oversee movements.
- Drivers of all mobile work equipment will receive instruction to give way to users of the public highway and pedestrians at all times.
- A traffic management system will be implemented by the site management to control site deliveries. This will include that all delivery vehicles are to access the site off of the adopted highway. Temporary signage will be erected to direct construction delivery vehicles to access from and egress to the north side of Lonlas Avenue.
- Deliveries will be planned so far as is possible to avoid waiting or backing up of delivery vehicles. If necessary, site management will designate a waiting point further up Lonlas Avenue, and drivers will be informed prior to arriving to phone the site management when they arrive at the waiting point, to arrive further instructions prior to reaching the site. Deliveries will be arranged to avoid rush hour periods.
- Any works requiring obstruction to Lonlas Avenue will be subject to the necessary permissions of the local authority and the implementation of the appropriate traffic management arrangements, i.e. in accordance with Chapter 8.
- All persons will wear high visibility clothing for transport related work activities and until all mobile plant has been removed from the site, in addition to the standard PPE.
- A designated car parking area will be established with the confines of the site for use by site personnel and visitors. No construction related parking will be permitted on the adopted highway outside of the site.

Part D CONTROL MEASURES

1. Safe Place of Work

PEDESTRIAN AND VEHICLE SEGREGATION				Yes	No
Can pedestrians and vehicles on site be segregated?				Y	
If yes, state where this will be provided: 1. A separate pedestrian entrance gate and route is to be formed to provide safe access to the site compound and cabins. 2. Segregated pedestrian routes to be formed to key routes within the site 3.					
LOADING/UNLOADING AND STORAGE AREAS				Yes	No
Have Loading/Unloading and Storage areas been organised?				Y	
State where these are: 1. A material storage and off-loading area will be established on site, to include a segregated turning area. 2. Limited road side off-loading will be permitted 3.					
PLANT AND MATERIALS TO BE LOADED/UNLOADED					
Fencing / Hoarding	Y	Roof trusses	Y	Skips	Y
Cabins / Containers	Y	Roof materials	Y	Mechanical Plant	Y
Scaffolding	Y	Spoil / Stone	Y	Timber/Timber frame	Y
Excavation Equipment	Y	Windows	Y	Bricks / Blocks	Y
Flooring	Y	Structural steel	N	Mechanical / Electrical	Y
PUBLIC PROTECTION				Yes	No
Are any specific control measures required for the public?				Y	
If yes, state where these are: 1. Users of Lonlas Avenue - e.g. pedestrians and vehicles accessing using the public route, those accessing the neighbouring properties. 2. 3.					

2. Safe Driving and Work Practices

REVERSING VEHICLES	Yes	No
Can the need for Reversing Vehicles be eliminated?		N
If no, state where this will be necessary: 1. Due to the single site access point, it is not possible to create a one way system or eliminate reversing. A designated segregated reversing and turning area will be established within the site. 2. 3.		
CONTROL OF REVERSING VEHICLES	Yes	No
Can pedestrians be excluded from areas where vehicles are required to reverse? A designated reversing zone will be established with in the site, segregated with Heras fencing and signage to exclude pedestrians.	Y	
Can the number of reversing vehicle movements be minimised? Deliveries and work sequences will be planned and controlled to minimise the risks, i.e. sizes of vehicles, numbers of vehicles, etc.	Y	
Will Vehicle Marshalls be required to direct pedestrians and/or vehicles?	Y	
If yes, are the Vehicle Marshalls trained and competent? Note: All Vehicle Marshalls must be trained to a level commensurate with site conditions. Formal Vehicle Marshall training is available from South Wales Safety Consultancy and others.	Y	
Appointed competent Vehicle Marshalls for this site are: 1. (TBC) 2. 3.		
PROVISION OF INFORMATION TO DRIVERS	Yes	No
Have all Drivers of Delivery Vehicles and Construction Plant been informed of the hazards and intended control measures?	Y	

3. Instructions to site operatives

Operatives must sign the acknowledgement section below.

The Site Manager will carry out the induction as required prior to the commencement of work.

On a daily basis, the Site Foreman will conduct a briefing informing operatives of the proposed works for the day, in particular regarding any significant changes in the method of work and Traffic Management Plan.

The contents of this Plan and any additional requirements will be conveyed to all persons concerned during site induction in order that there can be no misunderstanding of the safe working procedures.

Operatives

Name (print)	Signature	Date

9 EXAMPLE OF SITE WARNING SIGNS

WARNING SIGNS TO ALERT VISITORS AND OTHER ROAD USERS TO THE
POTENTIAL OF CONSTRUCTION TRAFFIC MOVEMENTS (to be bilingual Welsh-
English)



NOTE: The signs will also display 24hr emergency contact details for both EBM Limited director and the site manager.

10 TYPICAL DELIVERY / CONSTRUCTION VEHICLE DETAILS

VEHICLE TYPE
Skip Wagon

PHOTO (A TYPICAL EXAMPLE)



6m³ - 8m³ Concrete Wagon



16T - 20T Tipper Lorry (for Stone and Soil)



Roll on and Roll Off Trailer and Cab.
Deliveries of Excavator, Dumper, Roller and
Concrete Pump



Steel Container Delivery lorry (with telehandler / Hoist)



3.66m (12ft) Towable Welfare Typically towed to site by a small 4wd Truck such as a Land Rover or similar



Fencing / scaffolding delivery van



Block and sundries supplies delivery vehicle 3 axle Flatbed truck with tele handler hoist.



Site Crew LWB Transit van



Backhoe Loader



Telehandler



80 – 120 Ride on Roller



3 - 8T Tracked Excavator



3 - 6T Swivel Dumper



Trailer Mounted concrete pump Either delivered with other plant on the RoRo flatbed or towed using a 4wd truck such as a Land Rover



Trailer Mounted Air compressor Either delivered with other plant on the RoRo flatbed or towed using a 4wd truck such as a Land Rover



Trailer Mounted water bowser and pressure washer Either delivered with other plant on the RoRo flatbed or towed using a 4wd truck such as a Land Rover

