

Trebanos WwTW – Outfall Scheme

Traffic Management plan

Client: Dwr Cymru Welsh Water

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Document control

Revision History

Rev	Date	Purpose / Status	Preparer	Approver	Comments
C01	04/06/2024	Construction Issue	Huw Williams	Mark Thomas	

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1.0 Introduction

This Traffic Management Plan (TMP) is primarily for planning and controlling plant, vehicle and people interface and sets out the arrangements that are required to be followed on the site to ensure that the risks involved in the movement of vehicles and the interface with site personnel are identified and controlled as far as reasonably practicable.

As work proceeds and the nature of the site changes, and when additional and/or different risks are identified, revised controls will be implemented.

This plan will cover the arrangements for managing vehicles as they enter and leave site from the public highway and any Traffic Management that may be required to achieve this.

The plan will also detail the interface with the public at the site entrances and exits. Plans will meet national standards for traffic Management (i.e. reference to meeting obligations under “Safety at Street Works and Road Works A Code of Practice” for general street works.

Application of Safety at Street Works Code of Practice will demonstrate compliance with: Sections 65 and 124 of the New Roads and Street Works Act 1991; Section 174 of the Highways Act 1980; and The Health and Safety at Work etc. Act 1974, and associated regulations.

Morgan Sindall is a Silver member of FORS (Fleet Operators Recognition Scheme).

The following Morgan Sindall standards have been referred to in completing this document:

PET1 STD02 – Operational Mandatory Transport Instructions

PET1 STD03 – Vehicle Minimum Standards

PET1 STD14 – Work Related Road Risk Standard

1.1 Site Description

Trebanos WwTW is located in Trebanos, Swansea, South Wales, SA8 4BR. The site is Located off the B4603 near Trebanos Rugby pitch.

Arup and Morgan Sindall have been commissioned by Welsh Water to review Trebanos WwTW to ensure compliance with key IMP5 drivers of quality, growth and maintenance as detailed in the Trebanos WwTW Outcome Statement.

The scheme has the direct aim of reducing spills to the environment so that there is no impact on the health of the river.

The proposed development at the site includes:

- Installation of a new storm outfall pipeline lying between 1.5-2.0mbgl running northeast to southwest approximately 275m in length. Pipe diameter ranges from 600mm – 900mm.
- Construction of 7No. new storm manholes, including 1No flowmeter chamber with sealed access covers required.
- A concrete flow diversion chamber 7.6m x 6.8m x 3m deep is proposed where the new storm outfall aligns with the existing effluent pipe.
- A new headwall is proposed where the storm outfall reaches the River Tawe. The invert is approximately 4m below existing ground level.

The site is located to the south of Pontardawe and north of the M4, as shown below in Figure 1.

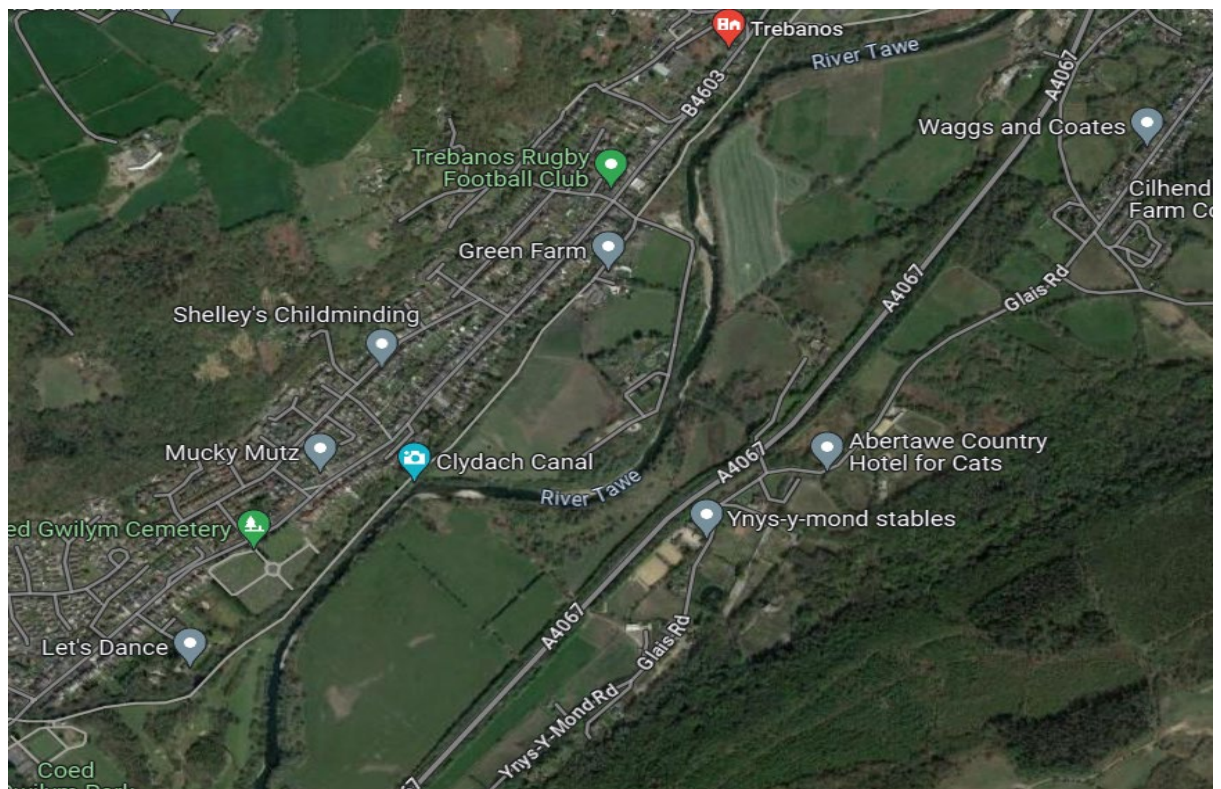


Figure 1: Proposed site to the south of Pontardawe and north of the M4.

Trebanos WwTW is located to the east of a densely populated area and access can only be gained off Swansea Road, see Figure 2, below.

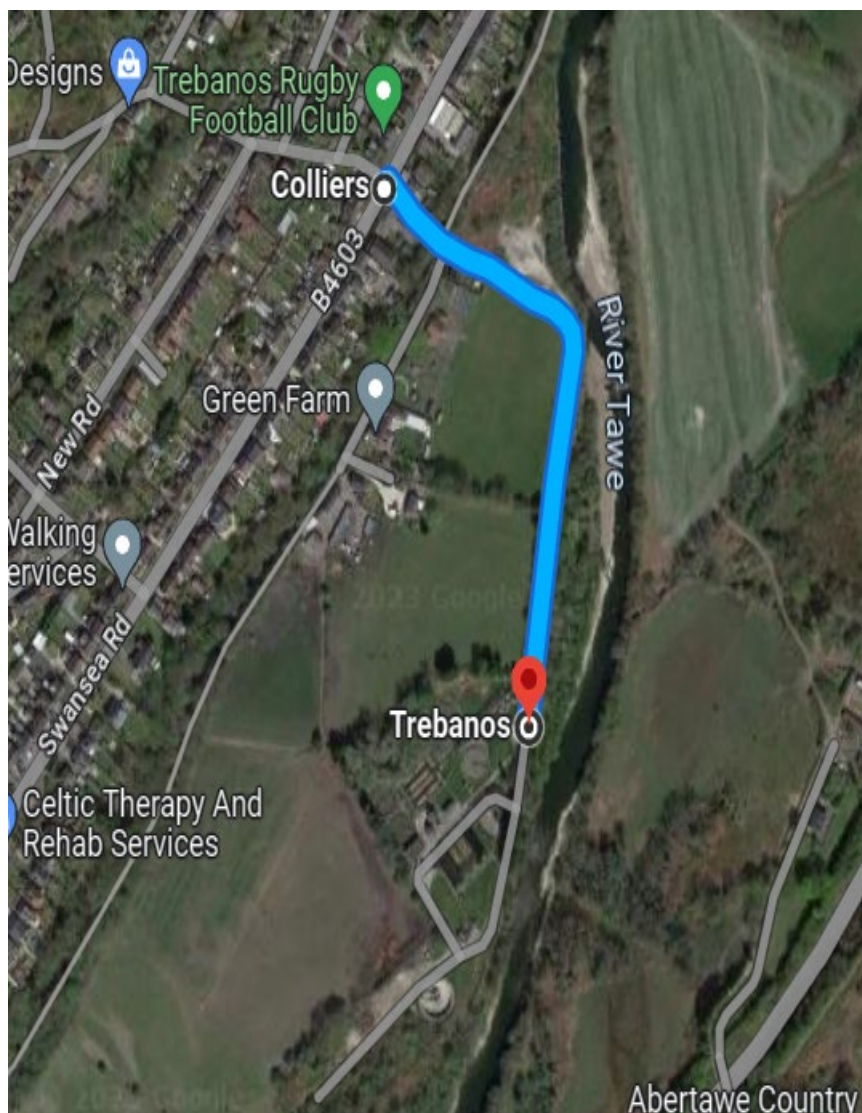


Figure 2: Position of Trebanos WwTW entrance with the Red pin.

The Main development works is located to the top end of WwTW, which is again accessed from Swansea Road down a single road past the rugby field into Trebanos WwTW entrance gates, see Figure 3, below.

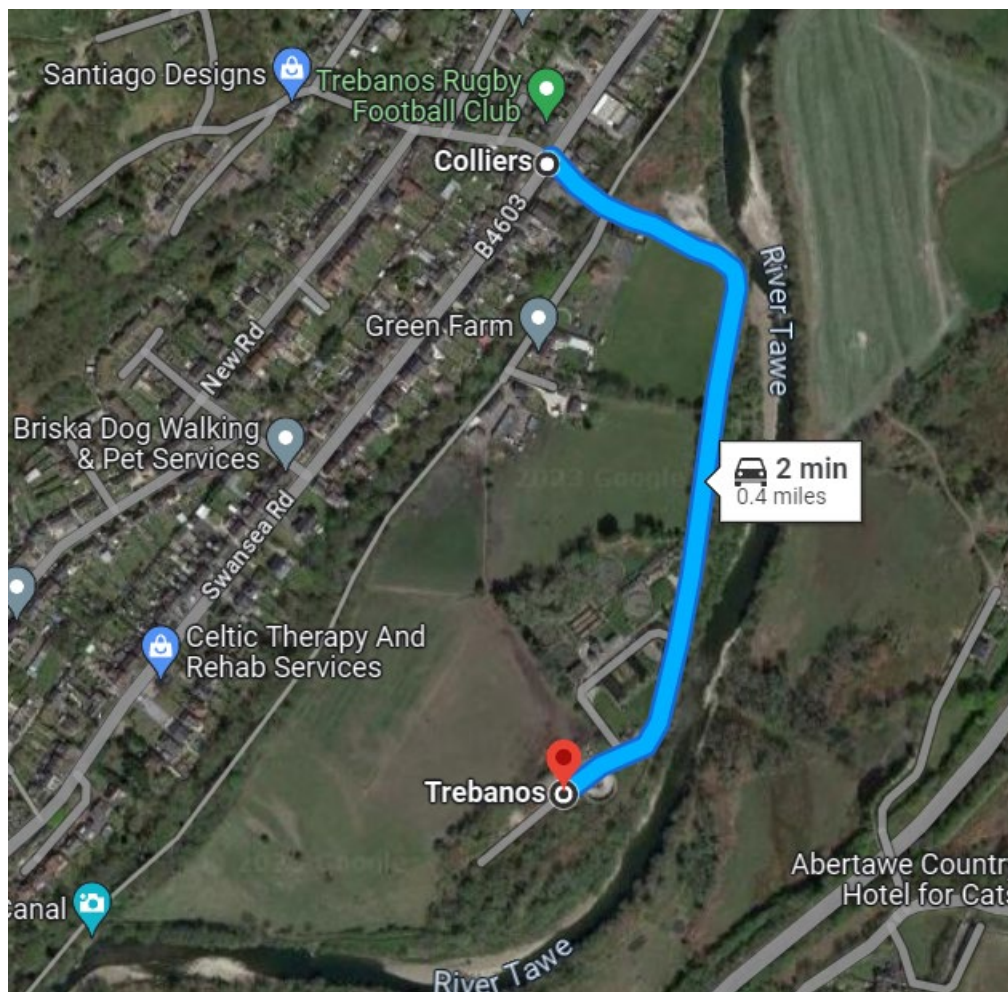


Figure 3: Approximate position of Trebanos WwTW Development works with the Red pin.

Access off Swansea Road is very restricted for getting large plant and equipment to site, mainly due to the road width, turning and potential weight restrictions on the road that passes over the canal bridge.

An existing cycle route highlight orange, that runs directly across the entrance road highlighted blue to Trebanos WwTW and is popular with cyclists, walkers and dog walkers. See Figure 4 on the next page.

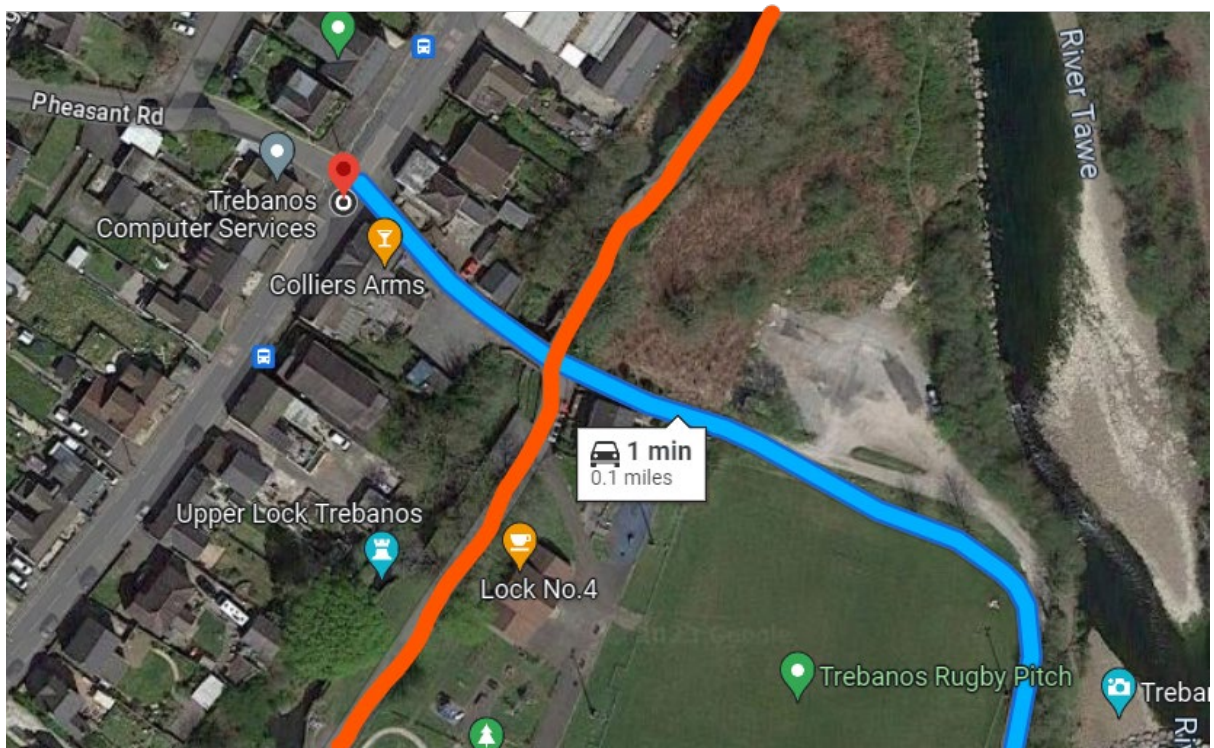


Figure 4: Position of existing cycle route highlighted in orange, the runs directly across the entrance road highlighted in blue to Trebanos WwTW.

1.2 Communication of the Plan

The arrangements for vehicle and pedestrian management will be communicated through the site induction. When further specific information needs to be communicated, additional toolbox talks will be given to the relevant site personnel.

Staff who may require a specific brief on a section or all this plan are to include;

1. All drivers entering / leaving the site.
2. Staff arranging deliveries.
3. Staff responsible for the management of deliveries on site.
4. Vehicle Marshals.
5. Security Teams.

It is intended that the TMP site layout drawing(s) will form a significant part of the plan and will be displayed in prominent positions on relevant site notice board(s). The nature of the traffic routes is that they will change frequently during the works, as the routes change these will be briefed to drivers during the visitor's induction.

Traffic management of public highways will be required to be obtained from the local authority under Section 76, 247 and 248.

2.0 Co-Ordination With Others

Weekly meeting will be held with all sub-contractors to discuss the upcoming deliveries they may receive. These deliveries will be updated in the site register and the information passed onto the security team.

Where required, movements will be confirmed with Welsh water and Swansea Council and SWTRA.

3.0 Responsibilities And Duties

A Transport Manager (CPC qualified) for operator licenced vehicles (Over 3.5 Tonnes) or a Transport Coordinator for all other vehicles (Under 3.5 Tonnes) must be nominated by each contract/site to control all aspects of vehicle and driver processes utilised in the transport operation.

The Transport Coordinator is responsible for ensuring that effective controls are in place to manage the risk associated with the interface between vehicles, plant and people for the works associated with the Trebanos WwTW Development Works.

Role	Name and Contact Details	Responsibilities
Framework Transport Manager	Andrea Williams	Ensuring Company compliance for commercial vehicles.
Transport Co-ordinator	Huw Williams	- Responsible for the development of the site TMP. - Ensure all arrangements as set out within the TMP are in place and maintained. - Ensure that the responsibilities of the roles set out within the TMP are adhered to. - Ensure that the requirements of the TMP are communicated to all stakeholders including vehicle drivers and plant operators.



		• Review and revise the TMP as necessary. • Organise and co-ordinate plant and vehicle movements within the site and arrange pedestrian routes to avoid conflict.
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3.1 Plant and Vehicle Marshals

Only nominated Plant and Vehicle Marshals are permitted. Personnel shall not control reversing operations or the movement of plant or vehicles unless they have been nominated to carry out the role on the Project. Where feasible, plant and vehicle drivers will also be trained as Plant and Vehicle Marshals. All Plant & Vehicle Marshals will be trained & assessed as competent.

Duties such as cleaning or daily maintenance to mobile plant and vehicles, opening/closing tail gates, changing attachments, working with any materials including loading/unloading shall not be carried out by the Plant and Vehicle Marshal.

Plant and Vehicle Marshals will be identifiable on site by having “Marshal”, “Vehicle Marshal” or similar on the back of their Hi-Vis vests

Duties of the Plant and Vehicle Marshal:

- Assist mobile plant operators and vehicle drivers to safely manoeuvre and reverse their vehicles.
- Prevent pedestrians from putting themselves at risk whilst mobile plant or vehicles are being manoeuvred.
- Direct mobile plant or vehicles to prevent injury to people, damage to property or materials, and stop operations if necessary.
- Always position themselves in a position of safety, out of the direct route of reversing plant or vehicles, and within an unobstructed walking route.
- Maintain eye contact with the plant operator/vehicle driver either directly or via mirrors.
- Maintain control of the mobile plant/vehicle movement throughout.

4.0 External Routes to Site and Methods Of Accessing Site

Route maps in sections 5 will show the proposed routes that site deliveries will be directed along to gain access into site. There will also be consideration when receiving deliveries of abnormal loads onto site. During this project there will be deliveries of specialist piling equipment, precast concrete manhole sections and heavy construction plant. Where required, specific items will be issued with an abnormal load delivery plan and will follow the site delivery procedure.

There are some key restrictions on the local access roads that need to be considered for delivery vehicles.

Canal Bridge – Any weight restriction to bridge TBC, pending structural assessment undertaken by MSES.

Swansea Road - All access routes in general have narrow sections with many parked vehicles which may prove difficult for large vehicles to access/pass and are also designated bus routes.

4.1 Standard Delivery Procedure

- No deliveries onto site before 08:00am or after 17:00pm.
- HGV deliveries from 9:00am – 15:00pm (to avoid peak times).
- Where possible, request for non-articulated HGV as approach to site is challenging for larger vehicles.
- Site normal working hours: Monday – Friday 07:30 – 17:30
- Upon arrival to site all delivery drivers will enter through the site security gate and report to the site security team and sign in.
- The site security team will contact the MS (Morgan Sindall) site team to inform them of the delivery arrival.
- The delivery driver will receive a delivery site induction from the MS site team. This induction will inform the driver of the daily operations and potential hazards associated with the daily tasks. The induction will inform the driver of the site speed limits and pedestrian access routes.
- A vehicle marshal will direct and accompany the delivery driver to the offloading location.
- Any small items such as parcels will be delivered to the main site office and signed for by a member of the MS team.
- The site rules state that all vehicles must reverse park on site and in the site car park.
- For any deliveries that require mechanical offloading, a specific lift plan will be in place prior to offloading by the appointed person and all operatives to sign up to the lift plan.
- A control zone will be set up around the work location and will be managed by a trained and competent vehicle marshal.
- The materials/equipment will be offloaded and stored in a designated laydown area.
- If there is a requirement for reversing the delivery vehicle, the vehicle marshal must act as a banks man to aid the driver when reversing and stand down any site traffic or site personnel. Under no circumstances are any vehicles permitted to reverse without the aid of a banksman on site.
- Prior to leaving site, all delivery vehicles will be required to check that their wheels are clean. This will help the MS site team maintain the access into site with main road interface.
- Once delivery is complete vehicle marshal will escort the delivery driver to the site exit and will sign out with security before exiting site.

- No vehicle will be permitted to lay up outside sites or any surrounding roads at any time.
- If possible, all delivers will be transported on rigid steer lorries unless necessary to justify use of artics.

4.2 Delivery Vehicles / Laying up / Queuing onto site.

Prevention steps:

- Delivery hours will be limited to the working hours stated previously. This condition will form part of the subcontract documentation and subcontractors are reminded of this at the pre-start meeting.
- Deliveries will be booked in with the General Foreman prior to arrival and will be logged onto the site delivery register.
- The security / gate team will be in position at least 30 minutes before earliest delivery time.
- Delivery drivers that persistently break the MS delivery rules will be reported to the project manager who will action the management of the offending company.

5.0 Trebanos WwTW Site Delivery Plans



Figure 5: Location of Gateman's Hut to control traffic movement in/out of the works.

Abnormal / Large HGV Access Swansea Road to Trebanos WwTW Site Compound

- Permission will be required from Swansea City Council to authorise a no parking zone along Swansea Road in order to give access to an abnormal load.
- Morgan Sindall will help to manage the no parking zone whilst delivery is taking place.

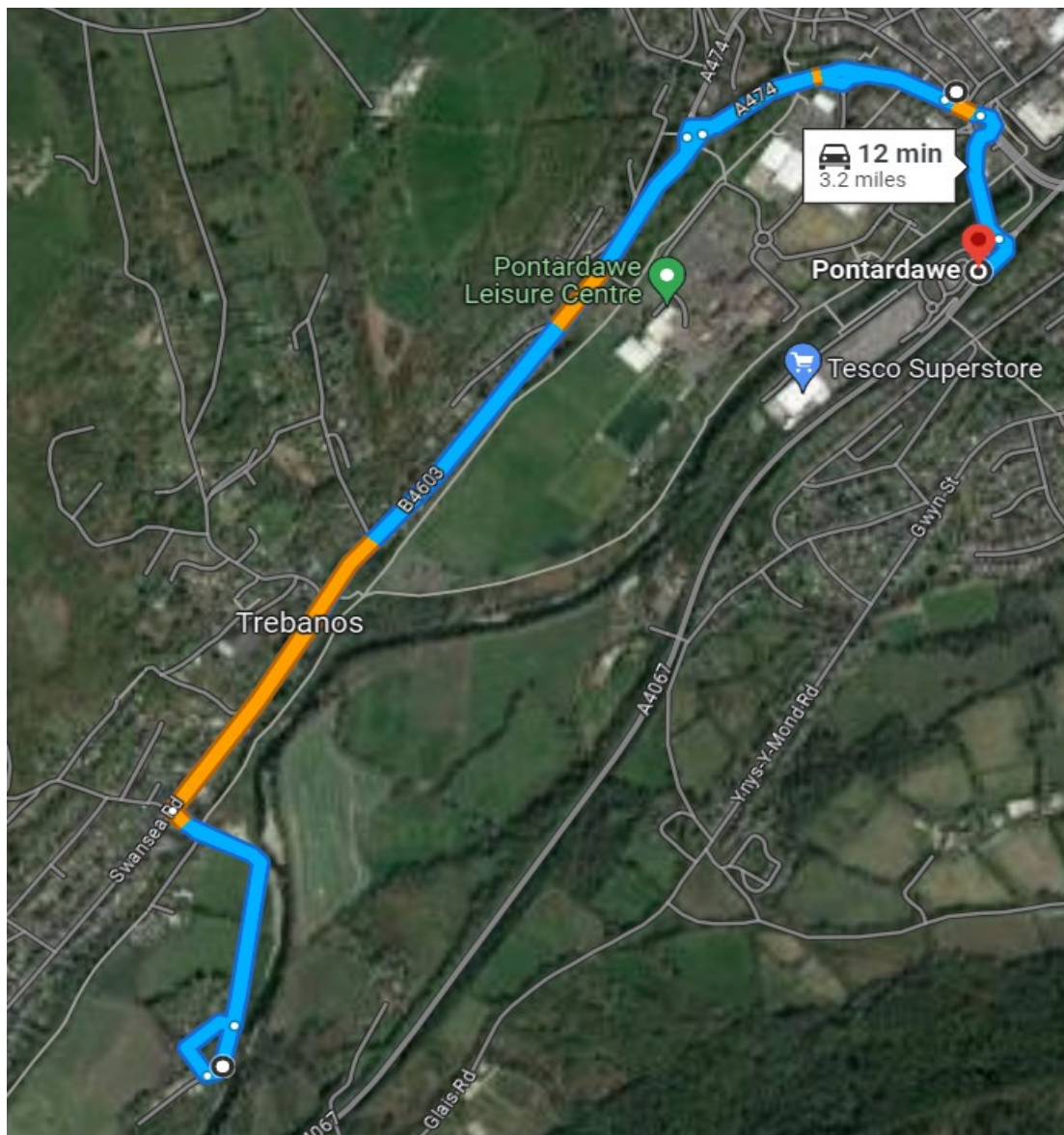
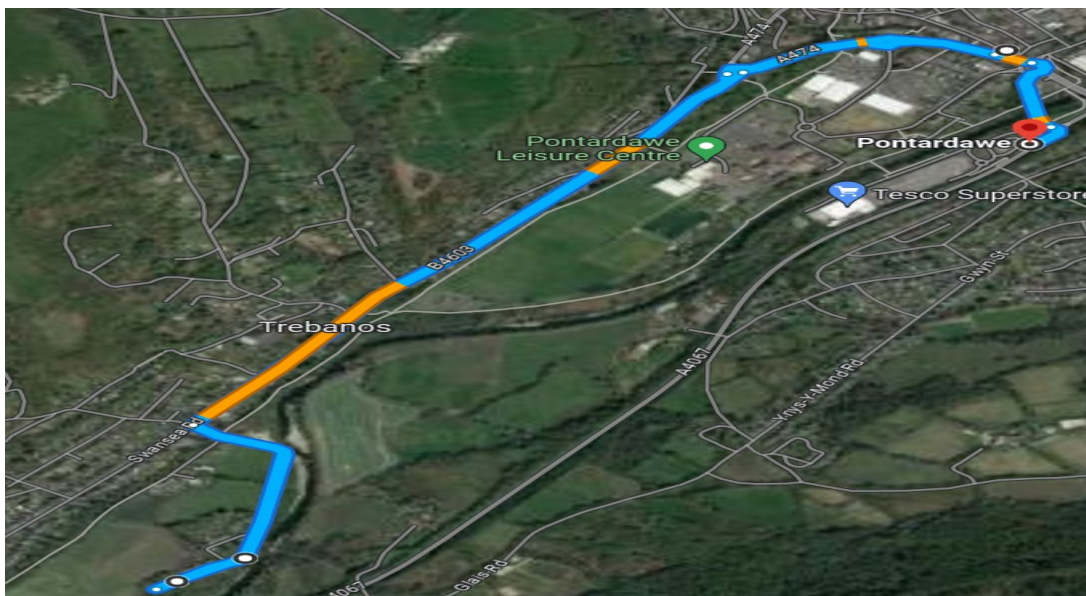


Figure 6: Access off A4067 to Swansea Road. Delivery wagon access roundabout with the flow of traffic

- Temporary traffic management will be installed if required and managed by a vehicle marshal.
- The abnormal load will be instructed to wait at a designated wide load layby located off junction 47 Gorseinon Moto Services of the M4 and await instructions to proceed to site. This is a nationally recognised and approved abnormal load layby.
- At the given time the TM officer will install traffic management. At this point the delivery and escort vehicle will be instructed to proceed to site location.
- MS site team and vehicle marshal will guide the delivery through set route via A4067 and onto Swansea Road.

- Extreme caution will be taken when manoeuvring the vehicle off A4067 and onto Swansea Road due to a number of roundabouts. Continuous communication will be made with the driver, Vehicle Marshal and site team.
- The delivery vehicle will be escorted into site off Swansea Road and will offload the equipment where instructed by the MS site team and subcontractor.
- Once delivery has been completed, the escort vehicle will guide the delivery vehicle out of site and through dedicated route. Once the delivery vehicle has left the area, TM will be taken down.

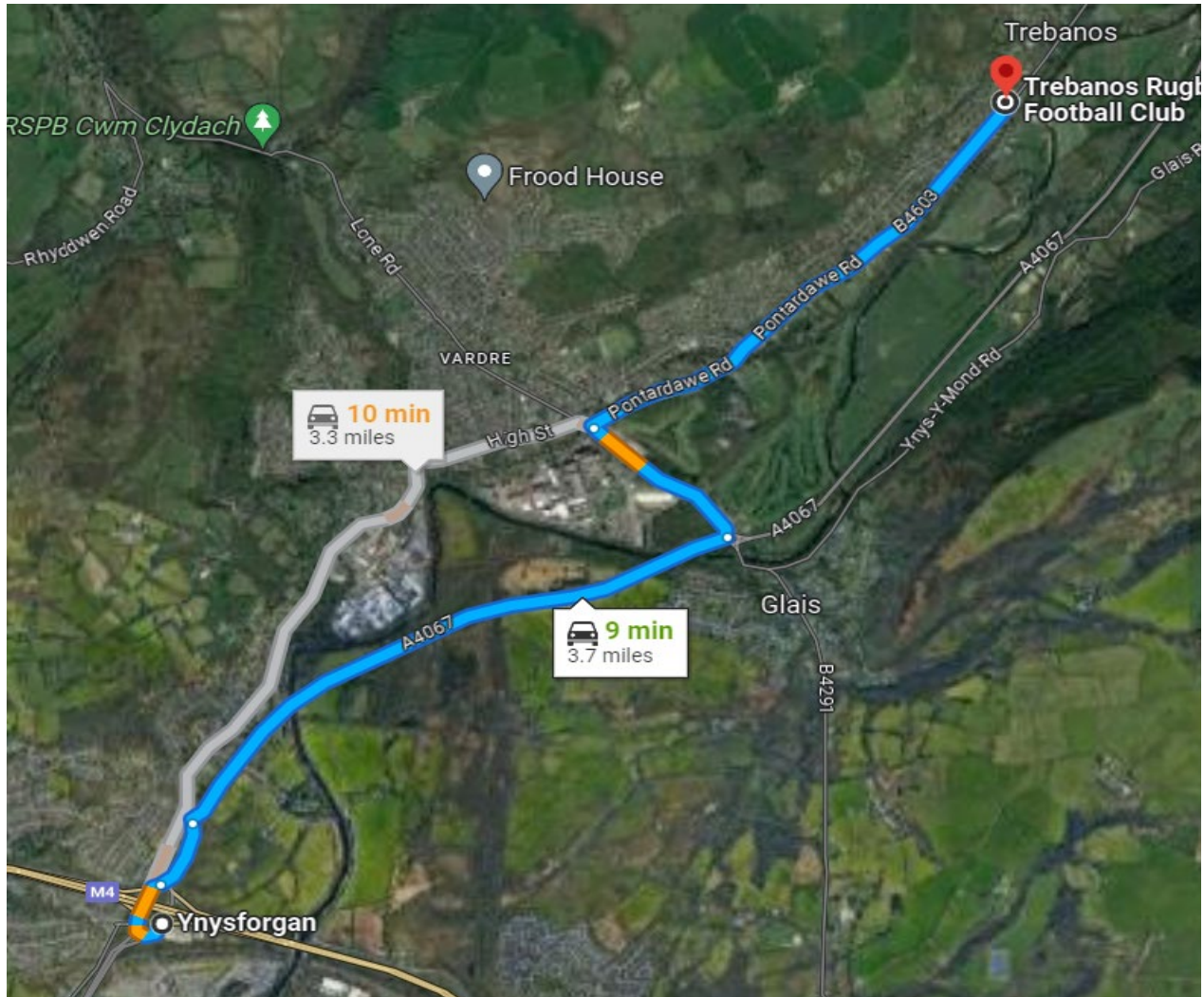
Plus 7.5 t/Abnormal Access Swansea Road to Site Compound



Travelling west bound of the M4

- Take exit 45 from M4 and keep in the right lane sign posted Pontardawe.
- Take exit 4 off roundabout onto the A4067 to Pontardawe.
- At the roundabout take the 2nd exit onto A474.
- At the roundabout take 2nd continue A474.
- At the roundabout take 1st exit onto Swansea Road.
- Turn Left off Swansea Road at Collier Arms.
- Follow single lane, over canal bridge and head towards rugby pitch.
- Stop at Vehicle Barrier and await instruction from Gateman.
- Once instructed to do so, follow the road to top of WwTW and arrive at Morgan Sindall site compound.

Standard access (up to 7.5 T) Access to Ty Mawr Road Site Compound



Swansea Rd, Pontardawe, Trebanos, Swansea SA8 4BN

- Take exit 45 from M4 Travelling west bound of the M4 for maximum of 7.5 T vehicles.
- Head south-west on Ynysforgan Interchange towards Neath Rd/A4067.
- Exit the roundabout onto Ffordd Cwm Tawe/A4067.
- At the roundabout, take the 1st exit and stay on Ffordd Cwm Tawe/A4067.
- At the roundabout, take the 1st exit onto Ynyspenllwch Rd/B4291.
- At the roundabout, take the 2nd exit onto Pontardawe Rd/B4603.
- Turn Right at Colliers Arm.

- Follow single lane, over canal bridge and head towards rugby pitch.
- Stop at Vehicle Barrier and await instruction from Gateman.
- Once instructed to do so, follow the road to top of WwTW and arrive at Morgan Sindall site compound.

6.0 Internal Traffic Routes and Rules

The following site rules for plant, vehicle and people interface apply on this project:

- Daily and weekly checks of plant and vehicles shall be carried out with the records maintained in site files. These checks will be to specifically cover the following:
 - Mobile plant/vehicle mirrors, camera lenses and other visibility aids must be kept clear at all times.
 - Audible reversing alarms must be fitted to all mobile plant and maintained.
 - Mobile plant operators and vehicle drivers must not go through any closed barriers or move any cones preventing access.
 - Site pedestrians must keep to the designated pedestrian routes provided.
 - Ensure all windows (front, side & rear) are clean and free of damage / obstructions.
 - Camera lens is clean and fit for use.
- Site pedestrians must not go through any closed barriers or move any cones preventing access.
- Site pedestrians must only cross at designated crossing points when crossing from one route to another, or when accessing a work task area.
- Site pedestrians must remain in a position of safety whilst mobile plant or vehicles are being manoeuvred.
- Site pedestrians must follow any instructions given by the Plant and Vehicle Marshal.
- The opening/closing of tail gates must be carried out by the vehicle driver.
- Exclusion zones to be set up, as required, to segregate works from access routes / pedestrian walkways.
- The site speed limit is maintained at 10 mph.
- Plant may only be operated by those who have been suitably trained, are experienced, and hold the relevant qualifications. Copies of these qualifications must be maintained on site.

Pedestrian Route Check List

<u>Checks</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u>
Are pedestrian routes clearly separated from vehicle routes by fencing, physical barriers or by any other means? <i>(If no, see action 1)</i>			
Are pedestrian routes wide enough to safely accommodate the number of personnel use them at peak times? <i>(If no see action 2)</i>			
Do pedestrian routes allow easy access to the work locations? <i>(If no, see action 3).</i>			
Are pedestrian routes clear from obstructions? <i>(If no see action 4).</i>			
Are pedestrian routes clearly signed? <i>(If no see action 5)</i>			
Can all personnel safely cross the main plant routes? <i>(If no see action 6).</i>			
Do personnel have a clear view of traffic movements at crossings and at gates which lead to traffic routes? <i>(If no see action 7)</i>			
Do personnel have clearly marked, sperate access for use at loading bays and site gates? <i>(If no see action 8).</i>			
Do pedestrian routes provide safe access to welfare facilities? <i>(If no see action 9).</i>			

<u>Action to be taken</u>	<u>Action taken.</u>
1. Ensure routes are clearly designated and protected.	
2. Base plan on peak numbers	
3. Plan routes to allow safe access.	



4. Ensure plan includes need to access route clear.	
5. Ensure sufficient signage.	
6. Ensure sufficient crossing points.	
7. Ensure that blind spots are eradicated during the planning process.	
8. Consider separate access to loading bays and gates.	
9. Provide safe routes at parking areas. Plan site set up to avoid need for pedestrians to cross routes	

Vehicle Route Check List

<u>Checks</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u>
Are routes clearly separated from pedestrians by fencing or other physical barriers? <i>(If no, see action 1)</i>			
Are routes wide enough to safely accommodate the number of vehicles likely to be used at peak times? <i>(If no see action 2)</i>			
Do routes allow easy access to deliver vehicles? <i>(If no, see action 3).</i>			
Are routes kept free from obstructions? <i>(If no see action 4).</i>			
Are routes clearly suitably signed? <i>(If no see action 5)</i>			
Can pedestrians safely cross the main vehicle route? 6).			



Do pedestrians have a clear view of traffic movements at crossings and gates which lead onto traffic routes? <i>(If no see action 7)</i>			
Do routes eliminate or reduce the need for reversing? <i>(If no see action 8).</i>			
At the final point of exit, can the driver see pedestrians on the pavement? <i>(If no see action 9).</i>			
Are temporary structures protected from vehicle impact? <i>(If no see action 10).</i>			
Will parking areas be required? <i>(If no see action 11).</i>			

<u>Action to be taken</u>	<u>Action taken.</u>
1. Ensure routes are clearly designated and protected.	
2. Ensure the plan assumes peak numbers. (Consider one-way systems)	
3. Plan routes to allow safe access.	
4. Ensure plan includes need to access route clear.	
5. Ensure sufficient signage.	
6. Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.	
7. Ensure that blind spots are eradicated during the planning process.	



8. Plan routes to reduce or eliminate reversing.	
9. Ensure adequate sight lines or mirrors to assist drivers. Angle hoarding lines to assist vision.	
10. Ensure that any temporary works such as false work or scaffold are protected from impact.	
11. Ensure sufficient parking areas exist, if necessary, provide banksman to ensure vehicles are parked safely. Ensure adequate lighting during winter hours or when visibility is poor.	

Vehicle Movements

<u>Checks</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u>
Are routes planned to reduce the need for excessive vehicle movement? <i>(If no, see action 1)</i>			
Are vehicles fitted with reversing aids? <i>(If no see action 2 and section 5)</i>			
Will vehicles reverse without reversing aids? <i>(If yes, see action 3 and section 5).</i>			
Will vehicles reverse up to excavations? <i>(If yes see action 4 and section 5).</i>			
Are routes kept free of obstructions? <i>(If no see action 5)</i>			
Are routes clearly and suitably signed? <i>(If no see action 6).</i>			



Can pedestrians safely cross the main vehicle routes? <i>(If no see action 7)</i>			
Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes? <i>(If no see action 8).</i>			
Do drivers have a clear view? <i>(If no see action 9).</i>			
Will vehicles run a risk of depositing mud on the road? <i>(If yes see action 10).</i>			
Will vehicles need sheeting up? <i>(If yes see action 11).</i>			

<u>Action to be taken</u>	<u>Action taken.</u>
1. Ensure routes provide sufficient space to turn. Keep routes to a minimum.	
2. Request they are fitted.	
3. Vehicles not fitted with reversing aids must be banked when reversing.	
4. Ensure banksman present of adequate stop block.	
5. Ensure plan includes need to keep access routes clear. Include in induction.	
6. Ensure sufficient signage.	

7. Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.	
8. Ensure that blind spots are eradicated during the planning process.	
9. Plan routes to reduce or eliminate reversing and blind spots.	
10. Consider wheel wash facilities or other suitable alternative.	
11. Ensure provision of sheeting gantry if required.	

7.0 Re-fuelling

Where practicable all plant refuelling will be conducted at the designated locations detailed on the attached sketch utilising fixed installations or proprietary mobile fuel bowzers/pods:

Only fixed installations or proprietary fuel bowzers/pods may be used. These must be lockable and secured on site. All fuel storage must comply with the current legislation in your area.

The fuel tank of vehicles or mechanical plant must only be fuelled with the engine switched off and, in a location, isolated from any ignition source. Ideally a pre-determined location should be provided which is at least 10 metres away from any ignition source.

The refuelling of mobile plant or vehicles by means of transferring fuel from one item of plant or vehicle is strictly prohibited.

No pedestrian personnel are permitted in the vicinity whilst the vehicles are being positioned in preparation for fuelling.

Where refuelling cannot be done at a designated location, i.e., pumps etc., plant will be filled using jerry cans. All plant will have relevant plant nappy and spill kit and fire prevention measures and firefighting measures must be in place as per the site Fire Management Plan.

8.0 Deliveries

Any vehicles used for routine delivery of materials to site shall be fitted with a reversing alarm and provisions for all round vision.

All reversing delivery vehicles must be under the control of a nominated Plant and Vehicle Marshal, irrespective of any alarms or visual aids fitted.

The prescribed delivery routes, together with their constraints and restrictions follow:

- Small deliveries, such as letters, will be handed in at the gatehouse.
- Delivery drivers will be instructed to display flashing beacon or hazard lights whilst driving through the site and to adhere to the site speed limit.
- All Site plant must also be fitted with a safety belt indication beacon.
- All delivery vehicles, where access to the load area of the vehicle may be required, **MUST** be fitted with fall prevention devices, e.g., handrails.

No delivery drivers will be permitted to carry out loading/unloading activities on site prior to being briefed on the safe loading/unloading procedures. The delivery driver briefing shall include requirements for the delivery driver to:

- Prior to unloading, ensure that the vehicle is braked and/or stabilised to prevent any unsafe movement during loading/unloading.
- Ensure that the loading/unloading area/storage area is free from tripping hazards.
- Ensure that the necessary checks are made to ensure that there has been no load shift during transit, prior to opening curtains or removing restraints.
- Ensure that loading/unloading is carried whereby the load is evenly spread to avoid the vehicle/trailer becoming unstable.
- Ensure that all personnel involved in unloading remain in a safe position until all load restraining straps have been removed and the vehicle is fully prepared for unloading.
- The removal of all load restraining straps will be the responsibility of the delivery driver.
- Ensure that they remain in a position of safety whilst the vehicle is being off-loaded.
- Where possible no personnel will access the vehicle bed. If access is required then fall arrest system to be in place prior to entering (edge protection, harness with fixed lanyards, bean bags etc.)

9.1 Offloading Using Hi-abs.

The following must be in place when using hi-abs on site:

- Lorry Loader Checklist will be completed prior to use of hi-ab.
- Lift plan must be in place.
- Exclusion zones to be set up around lift zone.
- Driver / operator must have a valid CPCS / ALLMI card.
- Certification must be in place for all lifting equipment and accessories.

10.0 Internal Traffic Hazards

From time to time, works are undertaken where vehicles or plant need to be positioned on the access road to site. This poses a hazard to vehicles accessing or egressing the site.

Where a vehicle is stationary on the access road, the vehicle will display hazard warning lights or a flashing / revolving beacon. Smaller vehicles are required to give way to larger on the access road.

11.0 Reversing

Reversing should be eliminated wherever practical by incorporating a one-way system into the site layout.

- All vehicles **MUST** reverse park in to marked bays. Pedestrians should be eliminated from the area vehicles are reversing in to by placing walkways within the car park areas. Installing barriers between the reversing area and the pedestrian areas should be achieved wherever possible, i.e., segregation.
- Where possible, clearly mark turning / reversing areas.
- Keep pedestrians away from reversing areas, by fencing, or utilising a banksman / Marshal to keep the areas clear during reversing operations.
- All commercial vehicles should be fitted with reversing alarms and amber beacons, vehicles in excess of 3.5T must also be fitted with proximity sensors and left turning warnings.

Hierarchy of control measures for reversing operations

1.	Eliminate the need to reverse.	Implement on-way systems around site and in loading and unloading areas.
2.	Reduce reversing operations.	Reduce the number of vehicle movements as far as possible. Instruct drivers not to reverse, unless necessary.
3.	Ensure adequate visibility for drivers.	Fit CCTV, convex mirrors, Fresnel lens, etc to overcome restrictions to visibility from the driver's seat, particularly at the sides and rear of vehicle.
4.	Ensure safe systems of work are followed.	Design vehicle reversing areas which: • Allow adequate space for vehicles to manoeuvre safely. • Exclude pedestrians. • Are clearly signed and physical stops or buffers to warn drivers that they have reached the limit of the safe reversing area.

		Fit radar proximity devices to vehicles to indicate to drivers when there are objects near the vehicle. Ensure everyone on site understands the site rules on vehicle safety. Drivers and signallers need to be in constant communication during reversing operations. Signallers should not be at risk from vehicle movements. E.g., by standing directly behind reversing vehicles. Ensure all vehicles on site are fitted with appropriate warning devices.
5.	Provide warnings when vehicles are reversing.	Ensure reversing warning lights and alarms are in good working order and instruct workers to keep clear of moving vehicles.

12.0 Pedestrian Traffic

- Pedestrians **MUST** obey instructions provided by the MS site team and adhere to the segregated foot paths around the site location.
- Mobile phones only to be used within site offices or on segregated pedestrian areas.
- Pedestrians **MUST** remain within the segregated walking routes.
- Pedestrians **MUST NOT** enter exclusion zones unless authorised by the banksman controlling the exclusion zone.
- When approaching plant, pedestrians **MUST** stop and wait until eye contact is made with the plant operator. Only once the engine has been switched off (or in the case of an excavator, the bucket grounded, and the safety lever engaged) can the pedestrian approach.

13.0 Public Interface

Access to Trebanos WwTW site entrance is off Swansea Road and onto a lane heading towards Trebanos Rugby Club, where there will be interface with members of the public, pedestrians, cyclists, and non-site traffic.

The site also sits on the cusp of the popular cycle route that links Swansea City with many parts of the Valleys. It is a vibrant cycle and walking route which at many times during the day can get extremely busy. Morgan Sindall will install temporary measures at the cycle track/road interface to encourage cyclists to slow down and look left/right prior to crossing the carriageway.



Pedestrians and cyclists are to be given right of way whilst construction is under way. Morgan Sindall security team will manage the crossing and ensure that it is never obstructed by delivery or site vehicles. Safety and warning signs will be erected at key locations throughout site.

List of schools in the area:

- YGG Trebannws, Swansea Road, Trebannws, Swansea. SA8 4BL
- YGG Pontardawe, Alltacham Drive, Pontardawe, Swansea, SA8 4JR
- Cwmtawe Community, Ffordd Parc Ynysderw, Pontardawe, Swansea. SA8 4EG

List of nearest Hospital or medical centres in the area:

- Morriston Hospital Accident & Emergency, Heol Maes Eglwys, Morriston, Cwmrhydyceirw, Swansea SA6 6NL

Due to the location of the site, there will be a curfew on when the site may receive deliveries and commence works each day. Site operating times will be 8:00am – 17:30. No works to commence outside these hours unless agreed in advance and any affected stakeholders informed.

Adequate access and space will be maintained for emergency services during the construction phase. This will be managed by the Morgan Sindall security team to ensure all entrances into and out of site are kept clear of obstructions.

All relevant signage will be erected outside the compound for public information and approaching site delivery vehicles.

If a member of the public approaches the site compound security team to make enquires or a complaint, the site security will inform the Morgan Sindall site team and politely direct the person(s) of whom to speak to. If in any circumstance the security team experience aggressive or unprovoked behaviour from members of the public, they are to contact the police. There will be zero tolerance of abusive behaviour towards any members of the Morgan Sindall Team.



Appendix A – Site Layout Plan

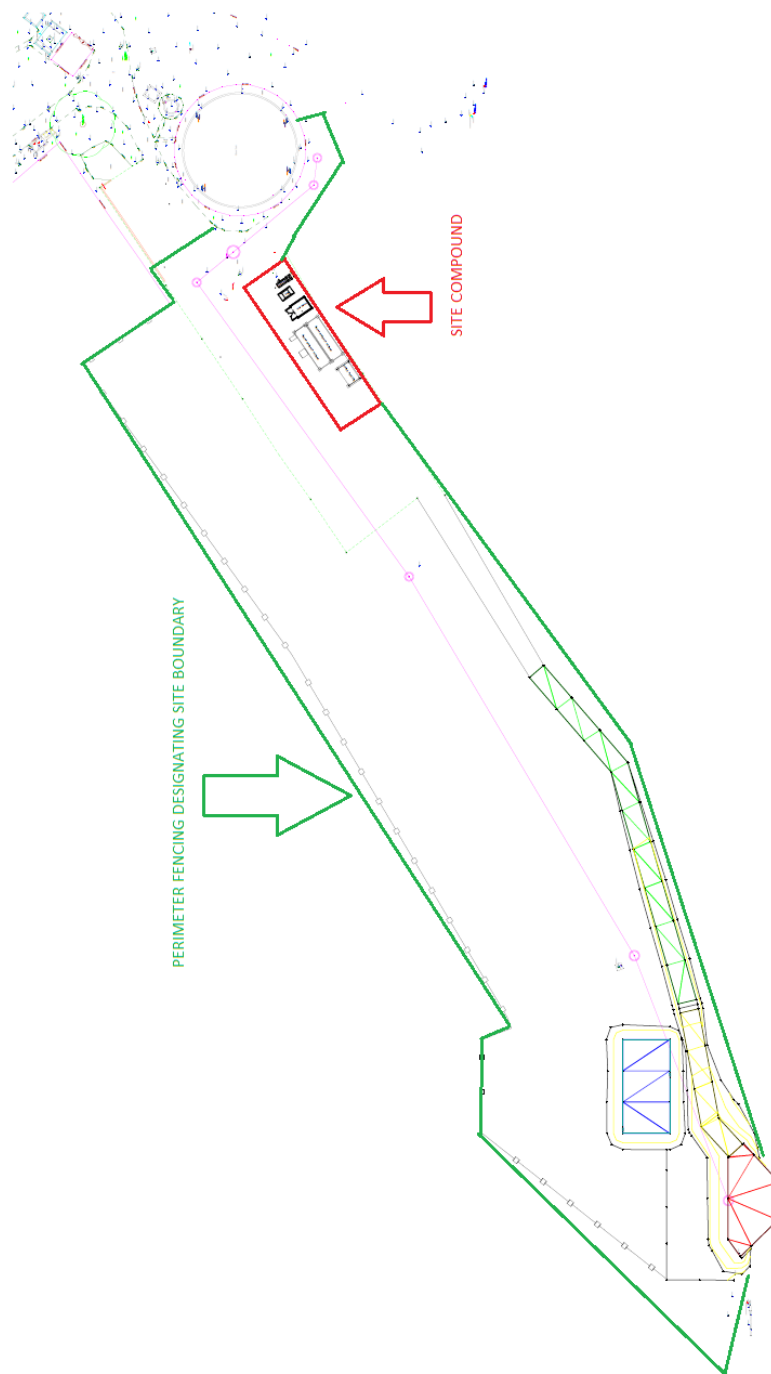


Figure 7: Proposed area required to deliver Trebanos WwTW Outfall Scope Site.

Appendix B – Delivery Drivers Induction

**Site Instructions for Delivery & Collection Drivers – Report to Site
Security and contact Justin Owens – Senior General Foreman**

Page 1 of 2

Contact Number: 07772 996340

You are required to read this form and sign it to confirm you understand and agree to abide by the following instructions:

- Passengers are **NOT** permitted to enter the site with delivery/collection drivers unless they are inducted onto the site.
- Dogs are **NOT** permitted on site, including in the cabs of vehicles.
- Always obey site signage and instructions.
- No Smoking, including in cabs, except in designated areas.
- Shorts and/or vests are not permitted to be worn.



SITE SPEED LIMIT

**No Reversing without
A Banksman or
Vehicle Marshal**



**BEACON ON AS YOU APPROACH
AND LEAVE THE SITE AND AT ALL
TIMES WHILE ON SITE.**

The following PPE must be worn when exiting the cab and entering operational areas of the site:



RANDOM DRUG & ALCOHOL TESTING IS IN OPERATION ON THIS SITE



- If you are driving a flatbed vehicle of any kind, you are not permitted to stand on or work off the back of the vehicle without the correct fall prevention measures being in place (Guardrails/handrails, harness/lanyard, access steps, safety mats).
- If you are driving a Concrete Mixer vehicle, you must ensure the safety bar is in the closed position when standing on platform (washing out).
- Welfare facilities are available on site. Please refer to the gateman/traffic marshal for directions.
- Do not urinate at the side of vehicles (Use site toilets). If caught you will be removed from site and prohibited from returning.
- Anything that you consider to be a danger or hazard must be reported to a member of Morgan Sindall staff immediately, additionally please complete a SHE observation report.
- Ensure that vehicle bodies and canopies are lowered prior to driving off.
- The use of mobile telephones, including hands free devices, is prohibited (including inside the cab), except in the case of an emergency or in a designated mobile safe phone zone.

Driver's Name:		Date:	
Driver's Signature:		Vehicle Reg:	
Company Name:			
Briefer's Name:		Briefer Initial:	

This induction should be completed by the Security Officer or Banksman at the main entrance to site



Appendix C: Site Specific Plant Safety Zones and Rules

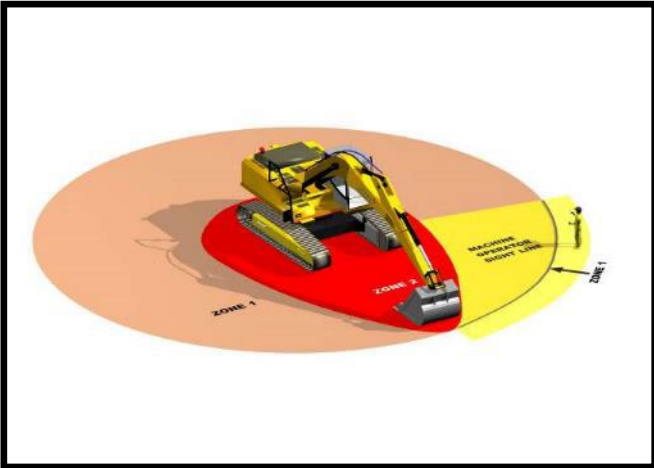
General rules for approaching mobile plant are:

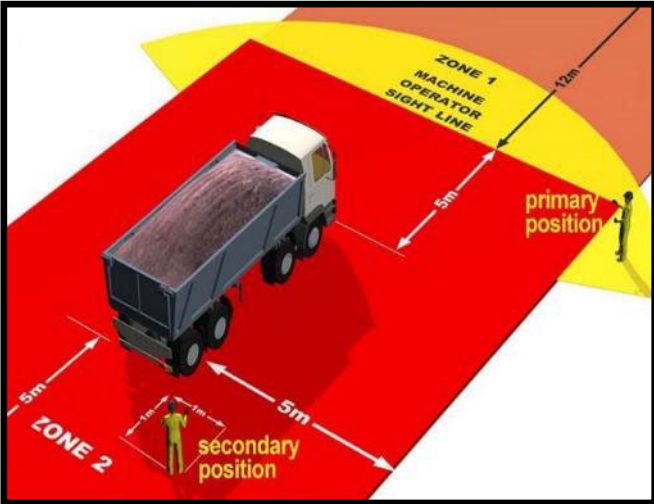
Zone 1 (highlighted in yellow): Always signal the plant operator and receive a positive response before entering Zone 1.

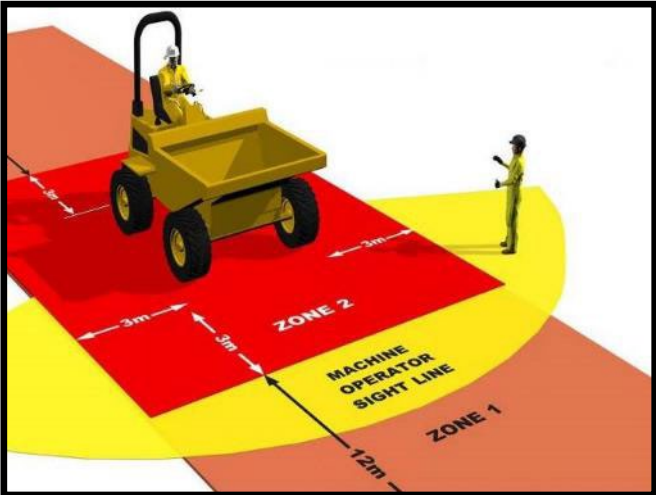
Zone 2 (highlighted in red): Keep out at all times.

Operators are to ensure that any safety levers are activated, and machines switched off before people approach. Anyone approaching plant must make eye contact with the operator and wait until signalled. Plant and Vehicle Marshals (PVM) must wear the correct colour PPE and identification as per the site rules.

The following items of plant will be utilised on this project and the specific rules are identified for each on the following pages.

Item of Plant	Work Activity & Site Specific Requirements
360-degree excavator 	Work Activities: - Excavation Works - Compound establishment - Site Clearance - Ground Remediation - Road Works - Building Works - Utilities - Slope Re-Profiling - Drainage Site Specifics: - Speed limit – Walking Pace - When working near excavators the PVM to ensure operatives are made aware of the working radius of the machine. A position of safety out with the working radius must be established with the plant operator prior to works commencing. Eye contact between plant operator and banksman to be maintained at all times. - When approaching any activity, the attention of both the plant operator and the PVM must be made. Only approach the works when signalled to do so. - Delivery is to be to the main compound where there will be directed and marshalled to the correct access point. - Plant is to be refuelled using fuel bowser at the designated area at the main compound. - Exclusion zones will be set up around the excavator as required.

Item of Plant	Work Activity & Site Specific Requirements
Road Wagon or delivery wagon 	Work Activities: • Delivering Material • Moving Spoil / Material on Site Site Specifics: • Speed limit – 10mph • When working near plant the PVM to ensure operatives are made aware of the working radius of the machine. A position of safety out with the working radius must be established with the plant operator prior to works commencing. Eye contact between plant operator and banksman to be maintained at all times. • When approaching any activity, the attention of both the plant operator and the PVM must be made. Only approach the works when signalled to do so. • Deliveries are to report to the security guard at the site entrance and receive driver briefing. • Security guard will contact MS Supervisor and they will arrange a marshal to direct the delivery driver where to off-load.

Item of Plant	Work Activity & Site Specific Requirements
3-to-9-ton dumper 	Work Activities: - Moving Spoil / Material on Site Site Specifics: - Speed limit – 10mph - When working near plant the PVM to ensure operatives are made aware of the working radius of the machine. A position of safety out with the working radius must be established with the plant operator prior to works commencing. Eye contact between plant operator and banksman to be maintained at all times. - When approaching any activity, the attention of both the plant operator and the PVM must be made. Only approach the works when signalled to do so. - Plant is to be refuelled using fuel bowser at the designated area at the main compound.

Appendix D – Risk Assessment

Project title and contract no.		Trebanos WwTW – 1W7000IM		Risk assessment no.				Risk Factor											
Activity		Traffic and Pedestrian Management		Location		Site wide		Risk Quantity											
Person conducting assessment		Huw Williams		Date		04/06/24		No injury, damage or environment impact Minor injury, damage or environment impact Major injury, damage or environment impact /Fatality, building loss, catastrophic environment impact											
Person supervising work		Justin Owens/Ed Williams		Date															
Persons exposed																			
Employees	✓	Other workers	✓	Public/ visitors	✓	Young persons	✓												
New / expectant mothers				Disabled	✓	Others		Almost no probability											
Estimated total number of persons at risk				15				A small probability											
Hazards (what might cause harm?)								S		H		E		S		H		E	
								S		H		E		S		H		E	
								S		H		E		S		H		E	
1	Adverse Weather Conditions			✓			17	Temporary works			✓								
2	Existing services			✓		✓	18												
3	Contact with pedestrians			✓			19												
4	Contact with other vehicles			✓			20												
5	Movements and manoeuvring			✓	✓	✓	21												
6	Overturning			✓			22												
								Almost certain		A		U		U		U			
								A small probability		A		A		U		U			
								A small probability		A		U		U		U			
								Almost no probability		A		A		A		U			
								Acceptable		Acceptable		Unacceptable		Unacceptable					
								Risk Level		Action									
								Insignificant		No action required and no documentary records need to be kept.									
								Acceptable		No further preventative action. Consideration shall be given to more cost effective solutions or improvements that impose no additional cost burden. Monitoring required to ensure that controls in place are properly maintained.									



7	Working at height	✓			23					
8	Loss of load	✓			24					
9	Noise		✓	✓	25					
10	Vibration		✓	✓	26					
11	Dust and fumes	✓	✓	✓	27					
12	Diversions	✓			28					
13	Obstructions	✓			29					
14	Excavations	✓			30					
15	Lifting operations	✓			31					
16	Hazardous materials	✓	✓	✓						

Unacceptable	Work shall not be started or continued until the risk level has been reduced to an acceptable risk level. While the control measures selected shall be cost-effective, legally there is an absolute duty to reduce the risk, this means that if it is not possible to reduce the risk even with unlimited resources, then the work shall not be started or shall remain prohibited.
Notes: 1. Physical Hazards are the nature of issues that may cause harm. Tick box for hazard. 2. Preventative / Control Measures are the actions that will stop it going wrong. 3. Control measures are to ensure that residual risks are reduced to a minimum. Where controls fail to reduce the risk to an acceptable level then refer assessment to your line manager. 4. If the operations are likely to affect the public or the safe operation of a public infrastructure or transport system, the control measures must reduce the likelihood of significant harm to the level that existed before our work commenced. 5. Where young persons or expectant mothers are involved in the activity, ensure that any additional controls are put in place in accordance with local procedures. 6. In addition to the above, consideration must be given to other individuals' susceptibility due to pre-existing health conditions, e.g. bad back, poor hearing. Additional 'human factors' such as ergonomics, workplace design, etc. should also be considered. 7. Where a hazard is identified that is not listed in the Physical Hazards list, enter the hazard description followed by other in brackets i.e. (Other). 8.	

Hazard no. (from page 1)	Nature of risk (What might go wrong?)	Risk before controls U / A	Control measures (How do you stop it going wrong?)	Control measure implemented by (name)	Risk after controls U / A
1	Adverse weather: ▪ Potential overturning of vehicle ▪ Collapse of load resulting in entrapment or being crushed. ▪ Plant being struck by lightning. ▪ Risk of vehicles skidding or sliding off dedicated driving routes during icy conditions. ▪ Vehicle collisions during poor viewing conditions.	U	▪ Weather forecast to be checked prior to arrival of deliveries. ▪ During high winds or gusting winds, wind speeds to be monitored with an anemometer. No unloading to take place if wind speeds exceed 20mph. ▪ During sub-zero temperatures, all access routes to site to be gritted to provide extra traction for vehicles and plant. ▪ No deliveries to be attempted during snowfall. All plant and vehicle movements to cease. ▪ Extra lighting to be provided when viewing conditions are poor. ▪ In severe conditions all plant and vehicle movements to stand down until conditions improve.	Justin Owens/Ed Williams	A
2	Existing services. ▪ Machinery striking existing services. ▪ Operatives receiving electric shock. ▪ Burst water mains at high pressure.	U	▪ Survey drawings to be referred to prior to planning vehicle routes. ▪ Services to be pinpointed with the use of GPR surveys or trial holes. All known service locations will be marked on existing ground level.	Justin Owens/Ed Williams	A



	▪ Damage to existing foul sewer/final effluent pipeline due to frequent use of heavy machinery.		▪ Physical protection and warning signs to be applied to any exposed service. ▪ Temporary works design to be implemented to protect all existing buried services whilst heavy machinery is operating. ▪ Overhead services to be identified and demarcated with goal posts.		
3	Contact with pedestrians. ▪ Vehicle collision with pedestrians causing serious injury or fatality. ▪ Operatives being crushed by plant whilst walking around work activity. ▪ Reversing vehicles fouling pedestrian routes. ▪ Delivery vehicles exceeding site speed limits.	U	▪ All plant and pedestrian routes to be fully segregated with physical barriers and crossing points. ▪ Safety signage displayed. ▪ Traffic calming to be installed on cycle crossing, to encourage cyclists to slow down/stop prior to crossing access road. ▪ Priority to be given to cyclists and pedestrians at crossing point. ▪ No reversing of any vehicles without the use of reversing aids or banksman. ▪ Speed limits to always be adhered to. ▪ Exclusion zones to be erected around any plant activities with a vehicle marshal managing the activity. ▪ Get thumbs up from plant operator or vehicle marshal before walking passed. ▪ Never walk behind plant or any blind spots.	Justin Owens/Ed Williams	A



			▪ All visitors will be briefed on daily plant activities during site induction.		
4	Contact with other vehicles. ▪ Plant working in close proximity. ▪ Delivery vehicles unfamiliar with site layout. ▪ Vehicles reversing activities. ▪ Delivery vehicles reversing onto site. ▪ Unauthorised vehicles proceeding onto site.	U	▪ Exclusion zones will be set up around plant activities. ▪ All plant activities will be planned co-ordinated, executed, and monitored. ▪ No reversing on site without use of reversing aids or banksman. ▪ All cars and visitors to reverse park in site compound. ▪ All delivery drivers will report to site security before entering site. ▪ All visitors and delivery drivers will receive a site induction before visiting site.	Justin Owens/Ed Williams	A
5	Movements and manoeuvring ▪ Blocking access for emergency services in the event of a site or local emergency. ▪ Blocking local resident right of way causing a public nuisance. ▪ Delays off public highways could cause obstructions for children going to and leaving school. ▪ Unauthorised parking along site causing obstructions and forcing pedestrians to come into contact with plant and vehicles.	U	▪ Site security to manage the flow and volume of traffic entering site. ▪ No parking along adjacent streets will be permitted for any vehicle visiting site. ▪ If volume of traffic becomes unacceptable, site security will deny entry to any additional vehicles. ▪ All delivery companies will be sent a delivery plan prior to arrival on site. ▪ No unauthorised parking will be permitted on site.	Justin Owens/Ed Williams	A



6	Overturning: ▪ Catastrophic failure on plant causing specified injury or fatality. ▪ Adverse weather causing unstable working conditions. ▪ Operating on uneven ground.	U	▪ Lift plan to be in place for all lifting operations and managed by a lift supervisor. ▪ No plant movements to take place in extreme weather conditions. Weather to be monitored in advance. ▪ All ground conditions to be assessed prior to operations, only experienced, competent, and certified operators to use plant. ▪ Temporary works designs for platforms.	Justin Owens/Ed Williams	A
7	Working at height ▪ Operatives / delivery drivers accessing beds of vehicles. ▪ Falling off vehicle causing injury to personnel. ▪ Being struck by plant during offloading of materials / load.	U	▪ Ensure that alternative methods have been considered prior to allowing access to high level. ▪ Adequate edge protection or anti-fall system to be erected prior to access onto bed of vehicle. ▪ Only competent personnel to access bed of vehicle. ▪ No access to bed of vehicle once unloading is taking place. ▪ Delivery drivers are not to intervene with offloading.	Justin Owens/Ed Williams	A
8	Loss of load ▪ Toppling or losing load when offloading. ▪ Unsecure loads on back of vehicles.	U	▪ Lift plans to be in place prior to lifting. ▪ Ensure that suitable plant is used to offload vehicles. ▪ Suitable lifting attachments to be used for offloading.	Justin Owens/Ed Williams	A



	Crushing or entrapping site operatives due to instability of load		- All lifting equipment to be certified and in date (testing not to exceed 6 months) - Only certified and competent operatives to operate plant. - Vehicle marshal to oversee offloading activity. - Exclusion zones to be set up around offloading activities and managed by vehicle marshal. - Ensure that all loads are safely secured to bed of vehicle before commencing any movements.		
9	Noise - Excessive noise causing nuisance to neighbouring business, schools and residential areas. - Excessive noise causing permanent hearing damage to personnel. - Excessive noise damaging the local environment	U	- Where possible look for alternative methods to eliminate or reduce noise as far as practicable e.g., silenced generators, new and economical plant, use of solar lighting over diesel-powered lighting towers. - Noise monitoring survey to be carried out and monitored. - All site work will only be permitted to take place between 8am-17:30 pm. To minimise nuisance noise levels to local residential areas. - Vehicles to be switched off when not in use. - When noise levels reach 80-85 dB, hearing protection will be provided at request.	Justin Owens/Ed Williams	A



			▪ When noise levels reach 85-87 dB hearing protection will become mandatory in those areas. Clear signage will be erected on approach to high noise emitting areas. ▪ Occupational health surveillance will be used to monitor operative exposure		
10	Vibration ▪ High emitting power tools ▪ Excessive vibration causing permeant nerve and tissue damage to operatives. ▪ Excessive vibration causing nuisance to residents. ▪ High levels of vibration causing structural impacts to excavations or adjacent structures	U	▪ Any high vibration emitting power tool will require authorisation to use. Always seek an alternative method. ▪ HAVs assessments to be in place prior to the use of tools. ▪ Operatives to be issued with the correct type off PPE to minimise the effects of vibration from power tools. ▪ Any machinery that has the potential to cause sufficient vibration to any excavations or structures will not be permitted to operate in the vicinity and will be required to maintain a safe working distance. ▪ All plant must be as far as possible to fitted with shock absorption to protect the operator form high levels of vibration. ▪ Occupational health surveillance will be used to monitor operative exposure. ▪ Vibration monitoring to be undertaken during scheme.	Justin Owens/Ed Williams	A

11	Mud, dust, and fumes ▪ Excessive fumes causing environmental hazard and occupational health hazard to operatives. ▪ Dust created by site activities causing poor visibility conditions, occupational health issues and nuisance to residents and businesses. ▪ Mud being transported from site onto main roads causing traffic hazards and environmental hazards	U	▪ All site plant will use ad blue to minimise the harmful fumes emitted, eco modes will be applied to all plant and vehicles (when not used will shut down). ▪ Dust suppression will be used on all site routes to prevent dust being created from travelling vehicles. ▪ Dust suppression will be applied to all mobile plant that creates dust e.g., petrol disc cutter, masonry drills. ▪ Mist cannons will be used to control dust being emitted by excavating material and transporting into bunds. ▪ Operatives will be required to wear FFP3 PPE when using equipment that creates dust. ▪ If required, an onsite wheel wash will be used to clean vehicle's wheels before re-entering public highways. ▪ Road sweepers to be used clean adjacent roads.	Justin Owens/Ed Williams	A
12	Diversions ▪ Creating inconvenience to public traffic ▪ Blocking emergency service routes ▪ Blocking public transport routes ▪ Risk of operatives being struck by vehicles on public highways. ▪ Vehicle collisions on public highways	U	▪ Any road diversion required, to be co-ordinated with the local authorities prior to commencing. ▪ All access routes for emergency services and public services must be maintained. ▪ Clear signage and speed control zones to be implemented in the diversions to minimise risk of Collision with operatives.	Justin Owens/Ed Williams	A



	▪ Unplanned site diversions could cause confusion with plant operators and heighten risk of Collision with other plant or pedestrians		▪ Physical barriers to be in place to prevent collisions with personnel or other vehicles. ▪ Any onsite diversions must be co-ordinated with all operatives in the daily briefings and pre-arranged.		
13	Obstructions ▪ Items causing obstructions in pedestrian routes. ▪ Risk of slips, trips, and falls. ▪ Collision with site vehicles ▪ Obstructions for emergency services ▪ Obstruction of evacuation routes	U	▪ Ensure that all pedestrian routes are clear from any obstructions. Always report to the site team if any are encountered. ▪ Check ground conditions of foot paths or access to work zones, ensure no protruding items are present to cause tripping hazards. ▪ No items to be stored within vehicles routes, all materials or equipment delivered to site must be stored in designated lay down areas. ▪ Site access and all site locations must maintain a clear right of way not to obstruct any emergency vehicle access. ▪ All evacuation routes must be always maintained.	Justin Owens/Ed Williams	A
14	Excavations ▪ Collapse of side walls of excavations. ▪ Subsidence or movement causing asphyxiation. ▪ Entrapment of being crushed by failed excavations. ▪ Explosion or suffocation due gasses	U	▪ Temporary works design to be in place for shoring excavations. ▪ Excavation will be shored when an assessment deems it necessary. ▪ Adequate shoring to be installed as per temporary works design. ▪ Competent person to inspect the excavation prior and post shift	Justin Owens/Ed Williams	A



	▪ Falling at height from top of excavation. ▪ Excess liquids flooding excavations. ▪ Plant tipping within excavation.		commencement or if there is any movement or structural change. (If open for long periods, inspections form to be completed and carried out no longer than 7 days). ▪ Adequate access and egress systems must be used into and out of excavations. ▪ Pumps to be used to remove any ground water, if there is an increase in flow or stagnant water, no operative will enter. ▪ Gas monitor will be used to monitor the atmospheric levels within the excavation. ▪ Suitable edge protection to be installed around excavations, exclusion zones will be created around the excavation and managed by a competent person. ▪ Stop blocks or physical barriers will be set up around excavations to prevent any plant encroaching the edge of excavation		
15	Lifting operations ▪ Falling objects, risk of serious injury or fatality. ▪ Lifting equipment failure. ▪ Catastrophic failure of plant. ▪ Adverse weather conditions. ▪ Damage to materials or existing structure.	U	▪ Lift plans to be in place prior to lifting operations. ▪ Lift supervisor will oversee the lifting operations. ▪ Exclusion zones will be set up around lift operations. ▪ All lifting equipment will be certified and in date. Visual inspections will be carried out before use.	Justin Owens/Ed Williams	A



			- Any non-certified equipment will be quarantined and re-tested. - Plant checks and certification will be applied to all plant. - Ground stability assessments will be taken prior to lifting. - Temporary works design will be in place for any ground bearing support to plant. - Lifting operation location will be planned and co-ordinated to ensure that safe distance to any existing structure is maintained e.g., overhead pylons. - Correct lifting techniques to be used to suit the material or equipment to be lifted		
16	Hazardous materials - Ingestion inhalation, or absorption of a toxic substance. - Physical injury due to use of chemical substance e.g., skin burns or contact with eyes. - Environmental hazard due to spill of substance. - Explosion or fire from flammable materials. - Pollution from waste materials.	U	- Data sheets for the substance must be obtained to create a COSHH assessment prior to any use or exposure. - COSHH assessment to be briefed to all operatives that will be exposed to substance. - All COSHH materials and substances to be stored in a designated COSHH storage area. - A COSHH register will be kept and updated regularly. - Correct PPE will be worn whilst working with materials or substances. - Areas to be bunded to prevent spills.	Justin Owens/Ed Williams	A



			▪ All operatives to receive adequate training or briefings regarding the substances. ▪ Any COSHH substances that could violently react with each other will be kept separate e.g., Oxygen & Acetylene. ▪ Regular safety drills to be carried out and recorded. ▪ Occupational health surveillance to be given to all operatives exposed to COSHH. ▪ Delivery vehicles to be fitted with sheets or sealed bodies to prevent loss of material. ▪ Waste disposed of in accordance with duty of care procedures.		
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