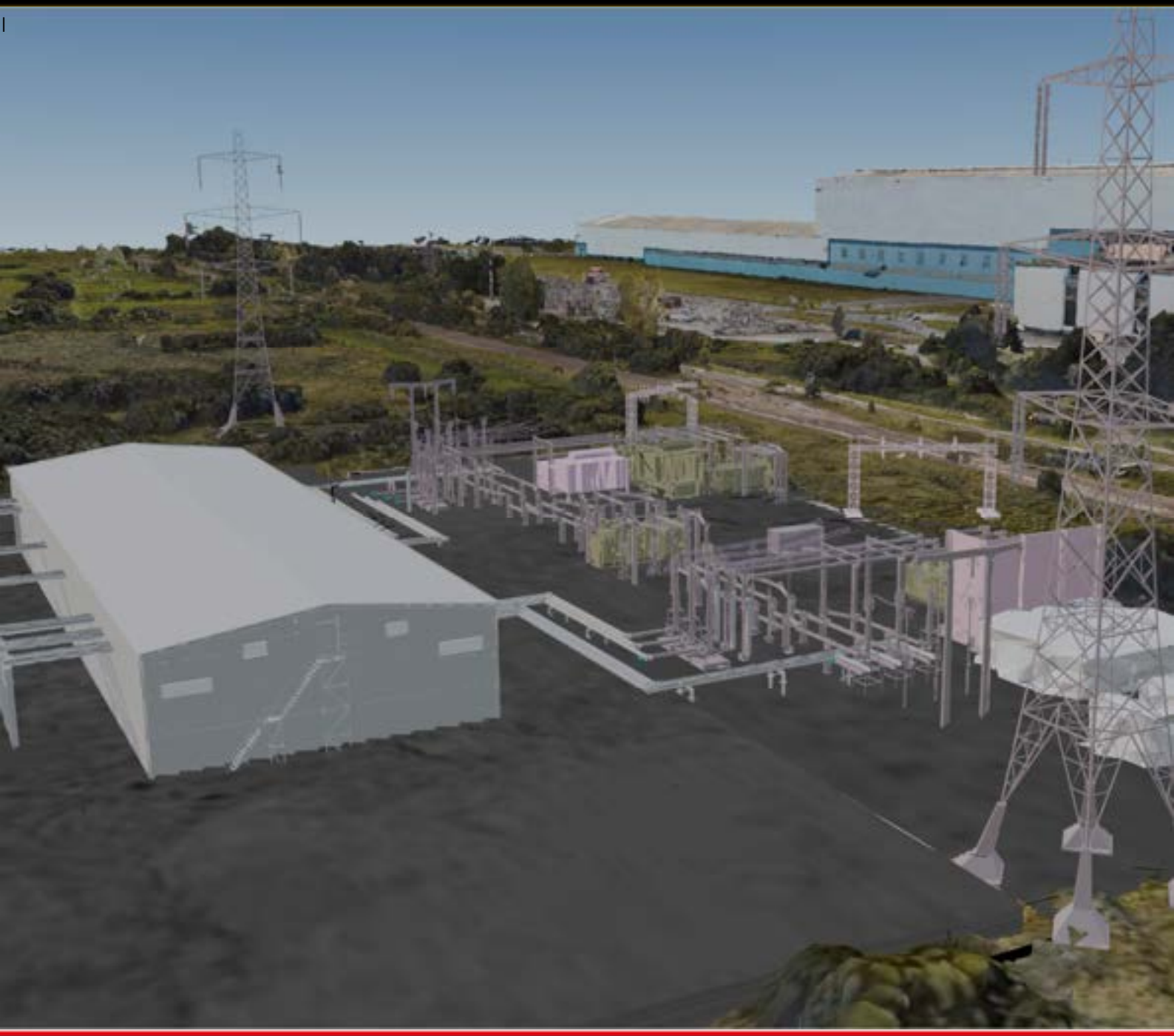
Rethinking safety through
INCLUSION
+
WELLBEING

SELECT LOGISTICS

CONSTRUCTION LOGISTICS PLAN (CLP)

MARGAM / PORT TALBOT SUBSTATION



Prepared by: Select
Version: For Information
Revision: P03
Reference: MARPT-LOR-XX-XX-PL-R-090002
Construction Logistics Plan
S5 – For review and acceptance
Security Classification: Public

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Development name:	Margam / Port Talbot substations
Landowner:	National Grid / Tata Steel
Site address:	Cefn Gwrgan Rd / Harbour Way Port Talbot
Site postcode:	SA13 2BZ / SA13 2LZ
Existing site use:	Existing substation/ Tata Steel storage
Summary of works:	Construction of 2 new Substations for National Grid, one located at Margam (This CLP) and one within Port talbot at Tata Steel with interconnecting cable routes.
Project Site Hours.	07:00- 18:00 Mon-Fri 07:00- 13:00 Sat

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CLP Produced by:

Name	Signature	Date
Rob Carter		01/11/2024
Practitioner ID:	CLP Accreditation date:	

CLP reviewed by:

Name	Signature	Date
Jon Holder	Jon Holder	01/11/2024
Practitioner ID: 00079	CLP Accreditation Date: 09th Aug 2019 (Advanced Planning)	

REVISION HISTORY

Rev	Author	Approved by	Date approved	Reason for issue
P01.1	R. Carter	R. Jones	01.11.2024	First Issue
P01.2	R. Carter	R. Jones	26.11.2024	Second revision, to include detail on cable route laydowns
P01	E. Hutchings	R. Jones	04.02.2025	Update – inclusion for early works, ecology mitigation site set up
P02	R. Carter	R. Jones	16.06.2025	General update ahead of planned mobilisation
P03	G. Lean	R. Jones	08.08.2025	Update to address comments ahead of planning.

CLP STRUCTURE

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1 INTRODUCTION

1.1 CLP OBJECTIVES

This Construction Logistics Plan has been prepared to outline the planned Logistic strategies and requirements during construction of the Margam connection project. It is used to document how the main contractor, Laing O'Rourke, their suppliers, and all interested parties will comply with legislation, discharge their duties, and comply with industry standards and best practice in delivery and logistics management of the Margam connection project.

The document will reference Port Talbot Substation and the Cable Route as the logistics strategy needs to be viewed and managed as a whole, however it should be noted for planning purposes that only the Margam substation extension is under consideration.

Logistics planning will be considered and implemented over the whole project life cycle to ensure that the CLP reflects the works taking place, it is recognised that this document is a live document and will be updated to coincide with this. As such the CLP will manage all partners in a supply chain, extending beyond the boundaries of Laing O'Rourke.

The CLP sets the guiding principles, driving forces and ingrained attitudes that aid in achieving objectives by coordinating goals, plans and policies between Laing O'Rourke, its partners, and key stakeholders such as clients and local authorities.

The CLP will also be aligned to the Construction Phase H&S Plan, and Delivery Strategy which have the primary purpose of communicating to stakeholders how the requirements of the project will be delivered. It also provides a record at each stage of the project lifecycle of the agreed project strategy and a basis to measure and manage change.

The overall objectives of this CLP are to:

- **Lower emissions.**
- **Enhance safety - Improved vehicle and road user safety; and**
- **Reduce congestion - Reduced trips overall, especially in peak periods.**

1.2 PROJECT LOCATION

The first substation is in Margam within National Grid land adjacent to a current substation. The land is currently unoccupied and is accessed via Cefn Gwrgan Rd SA13 2BZ. What3Words- **Applies.hoped.stirs**.

The Second is located at Port Talbot integrated iron and steel works, which is situated next to Margam Moors, with Port Talbot Docks bordering the site to the north with the town of Port Talbot, motorway, the main line railway and the PDR forming the eastern boundary.

To the southwest of the site is Swansea Bay and Margam Sands. Access to site is through Tata Steel via Harbour Way A4241, SA13 2LZ.

What3Words- **Jumbo.increased.ally**

1.3 DEVELOPMENT PROPOSAL

TATA Steel UK Limited (TSUK) is planning to replace their two blast furnaces at Port Talbot with an electric arc furnace. In September 2023, Tata Steel and the UK Government announced a joint investment in state-of-the-art electric arc furnace steelmaking at the Port Talbot site. The installation of the arc furnaces is aimed at reducing operating costs, securing jobs, and making the company more environmentally friendly.

In April 2024, TATA Steel UK Ltd signed a connection agreement with NGESO (National Grid Electricity System Operator) for new supplies to their site in Port Talbot. The objective is to provide new 33kV supplies to TATA Steel UK and establish a connection point for transmission network reinforcement and future customer connections. The deadline for the new supplies is October 31, 2027.

The project aims to engineer, procure, and construct a new high voltage connection for TATA Steel UK Limited. In summary, the project will deliver the following works:

Extension to the existing Margam 275kV substation (Considered within the planning application):

- Installation of gas insulated switchgear (GIS) at Margam 275kV substation. (12 bays with provision for 3 spare/future bays)
- Construction of a new MSCDN at Margam 275kV substation.
- Diversion of the existing overhead line and SGT (Super Grid Transformers) circuits to new bays within the GIS.
- Modifications to interconnecting circuits at Baglan Bay 275kV and Pyle 275kV substations.

Establishment of a new 275/33kV substation at TATA Steel UK Ltd, Port Talbot (Not considered within this planning application).

- Creation of 33kV connections between the new Port Talbot 275kV substation and the user's substation at TATA Steel UK Ltd. (8 bays)
- Provision of a Local Demand Tripping Scheme (specific requirements to be confirmed later).

Installation of two 275kV cable interconnectors between the new GIS at Margam 275kV substation and the new Port Talbot 275kV substation (Not considered within this planning application).

- Includes HDD below Wales Mainline Rail, as well as further HDD's along the route dependant on local ecology and ground conditions.

1.3.1 Overview- Margam Substation Extension (Considered in this planning application)

As shown in the above image the substation extension will be supported by a temporary construction compound sitting on (predominantly) existing hardstanding. The temporary compound will be utilised for workforce welfare, storage and parking. This is further detailed in section 4.

1.3.2 Overview- Port Talbot Substation (Not considered in this planning application)

The new substation will be constructed within TATA steelworks land at Port Talbot. This area is predominantly brownfield land. The construction will again be supported by a temporary compound, housing parking, storage, and welfare.

1.3.3 Overview- Proposed Cable Route (Not considered in this planning application)

The below image taken from drawing MARPT-LOR-XX-XX-DR-R-090003, shows the proposed interconnecting cable route along with working areas and compounds. Access is further detailed within Section 4.1.2 and 4.1.4

1.3.4 Early Ecology Works Package (Not considered in this planning application)

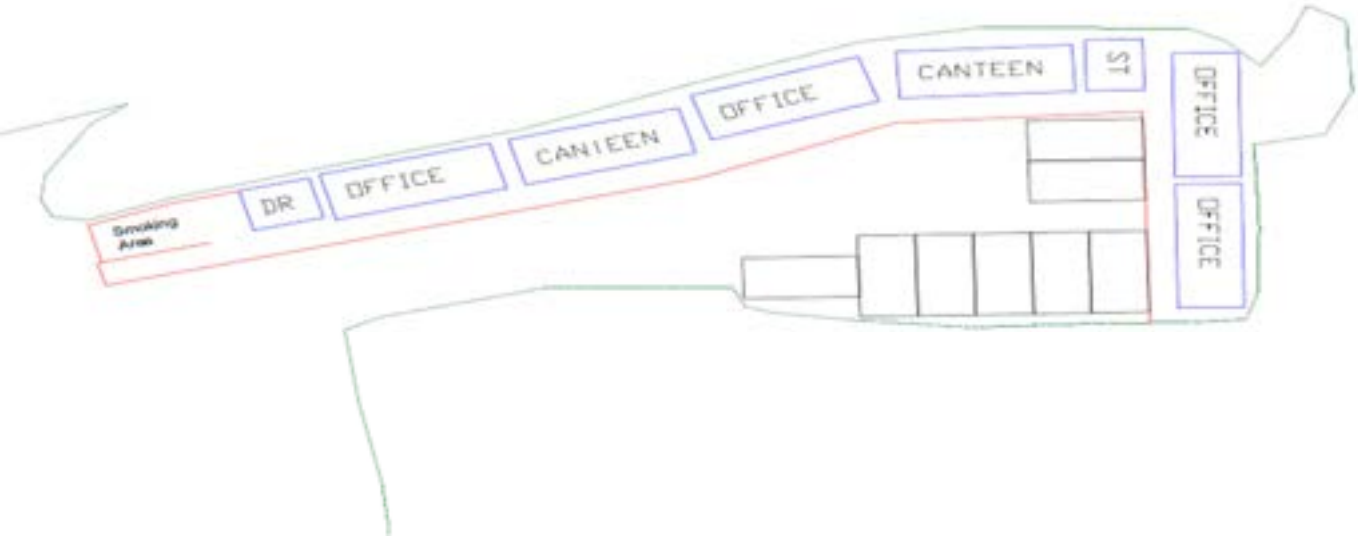
The Margam substation and horizontal directional drilling (HDD) construction area are ecologically significant, supporting Schedule 1 species of birds, water voles, and other various ecological considerations. Laing O'Rourke intends to begin early works to address the risks posed by these ecological factors. As a result, a temporary site establishment will be mobilised to support the necessary ecological prep works. Following the early ecology work the main works temporary compound for welfare, storage, and parking to be set up in line with the current access dates. This is detailed within the site mobilisation plan MARPT-LOR-XX-XX-PL-R-090001.

The planned commencement date for these early ecological prep works is 03.03.25, with completion expected by 30.06.25.

Initial works will include establishing temporary welfare facilities within the larger hard standing compound area, as depicted below. This will be located on the area of existing hardstanding. The temporary welfare facilities will be in the form of static units consisting of drying rooms, toilets, canteen, and office. Welfare units will be delivered to site by the supplier and offloaded using a lorry-mounted crane (Hiab) under the control of a slinger/signaller, and setup following the suppliers RAMS. Regular servicing of the welfare units will be undertaken by the providers, at intervals as demanded by the project to ensure cleanliness and suitable for hygienic use. A cleaner will be employed to maintain the temporary welfare units on a regular basis as the project requires. Additional facilities will be added / reduced during the Early works phase as required by project demands.

Early works site laydown and welfare.

The temporary welfare will be moved from the above position to the newly formed car park area to allow for the ground to be prepared for the final main welfare cabin setup. Welfare units will be moved by the supplier, transported to the new location (Position 2 as depicted below), and offloaded using a lorry-mounted crane (Hiab) under the control of a slinger/signaller, and setup following the suppliers RAMS. Regular servicing of the welfare units will continue as required.



Setup and location of Temporary Welfare setup, including provision of additional units as required

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

This CLP has been produced to comply and align with the below policies.

TRAFFIC MANAGEMENT ACT (2004)

A section of the Traffic Management Act (2004) part 2, highlights the duty of local traffic authorities in managing road networks within their ownership; including the efficient use of the local network as well as their ability to adopt measures when necessary to avoid the occurrence of heavy traffic congestion.

NATIONAL PLANNING POLICY FRAMEWORK (2018)

The National Planning Policy Framework (NPPF), produced by the Department for Housing, Communities and Local Government (July 2018), sets out the Government's planning policies. As a result, almost all existing national guidance in the form of Planning Policy Guidance (PPGs) and Planning Policy Statement (PPSs) have been revoked, although the accompanying guides largely remain relevant. Government guidance is now published as an online resource in the form of National Planning Practice Guidance (NPPG). Transport policy is dealt with in the 'Promoting Sustainable Transport' section. Paragraph 103 states that 'Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. The NPPF suggests that a key tool for achieving the aims is that all developments that are likely to generate a significant amount of movement should be required to produce a travel plan.

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE (2017)

This guidance document seeks to ensure that CLPs are developed of a high quality are produced to minimise the impact of construction logistics on the road network. The document provides detailed advice on writing each section of a CLP, from policy through to planned measures. It is noted that well-planned construction logistics will reduce:

- Environmental impact: Lower vehicle emissions and noise levels
- Road risk: Improving the safety of road users
- Congestion: Reduced vehicle trips, particularly in peak periods
- Cost: Efficient working practices and reduced deliveries

CONSTRUCTION LOGISTICS AND CYCLIST SAFETY (CLOCS)

The Transport Research Laboratory published the 'Construction Logistics and Cyclist Safety' (CLOCS) report in February 2013. CLOCS aims at achieving a visionary change in the way the construction industry manages work-related road risk. This is being achieved through three industry-led work streams:

- Improving vehicle safety through design and manufacture of safer new vehicles and
- Appropriate safety equipment for existing vehicles
- Addressing the safety imbalance in the construction industry by ensuring road safety is considered as important as health and safety on-site
- Encouraging wider adoption of best practice across the construction logistics industry by
- Developing a common national standard and a new norm

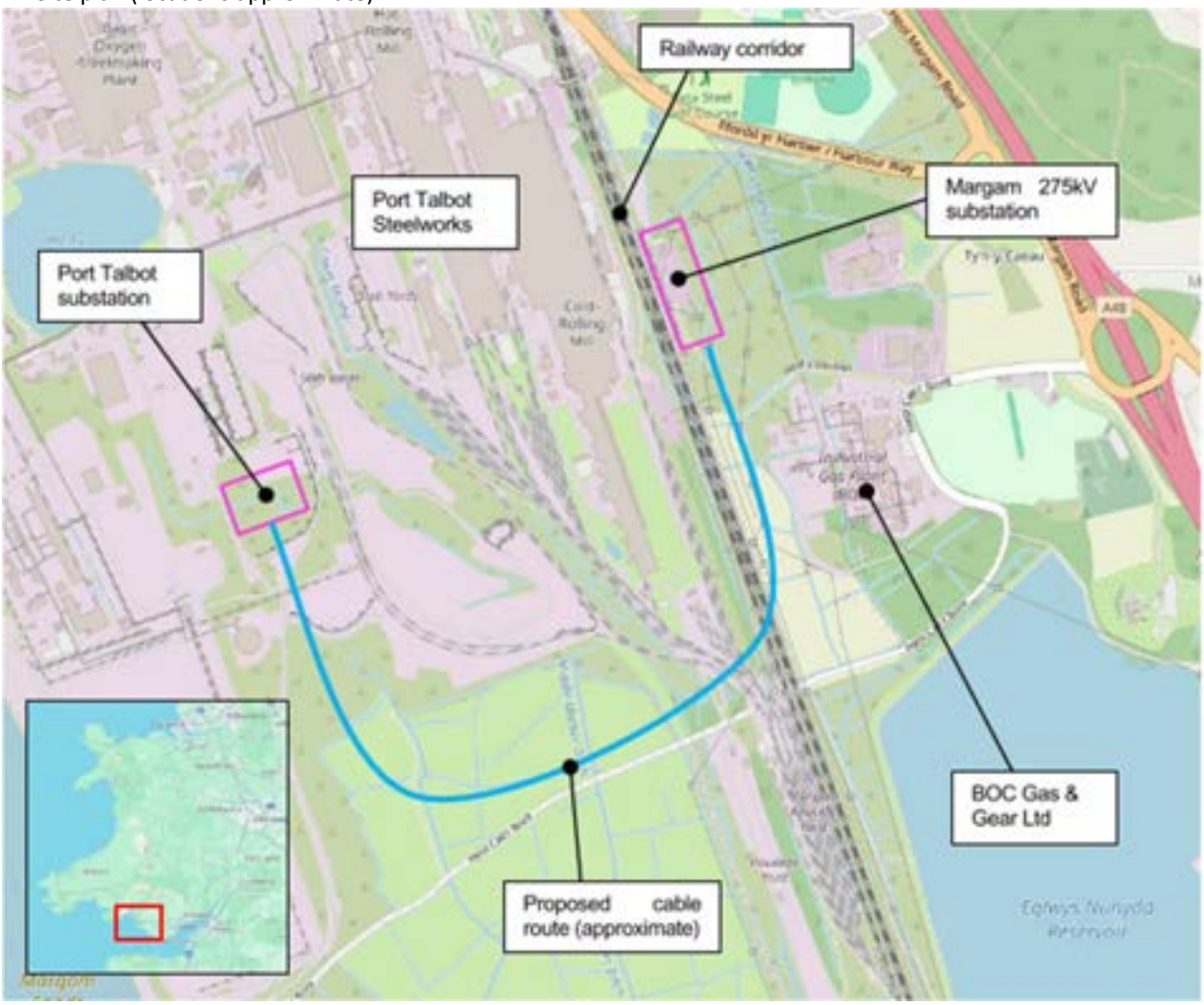
CLOCS has developed the "CLOCS Standard for Construction Logistics: Managing work-related road risk" which has become a common standard for use by the construction logistics industry. Implemented by construction clients through contracts, it provides a framework that enables ownership in managing road risk which can be adhered in a consistent way by fleet operators.

2.2 SITE CONTEXT

- Regional plan

- Local context plan

- Site plan (locations approximate)



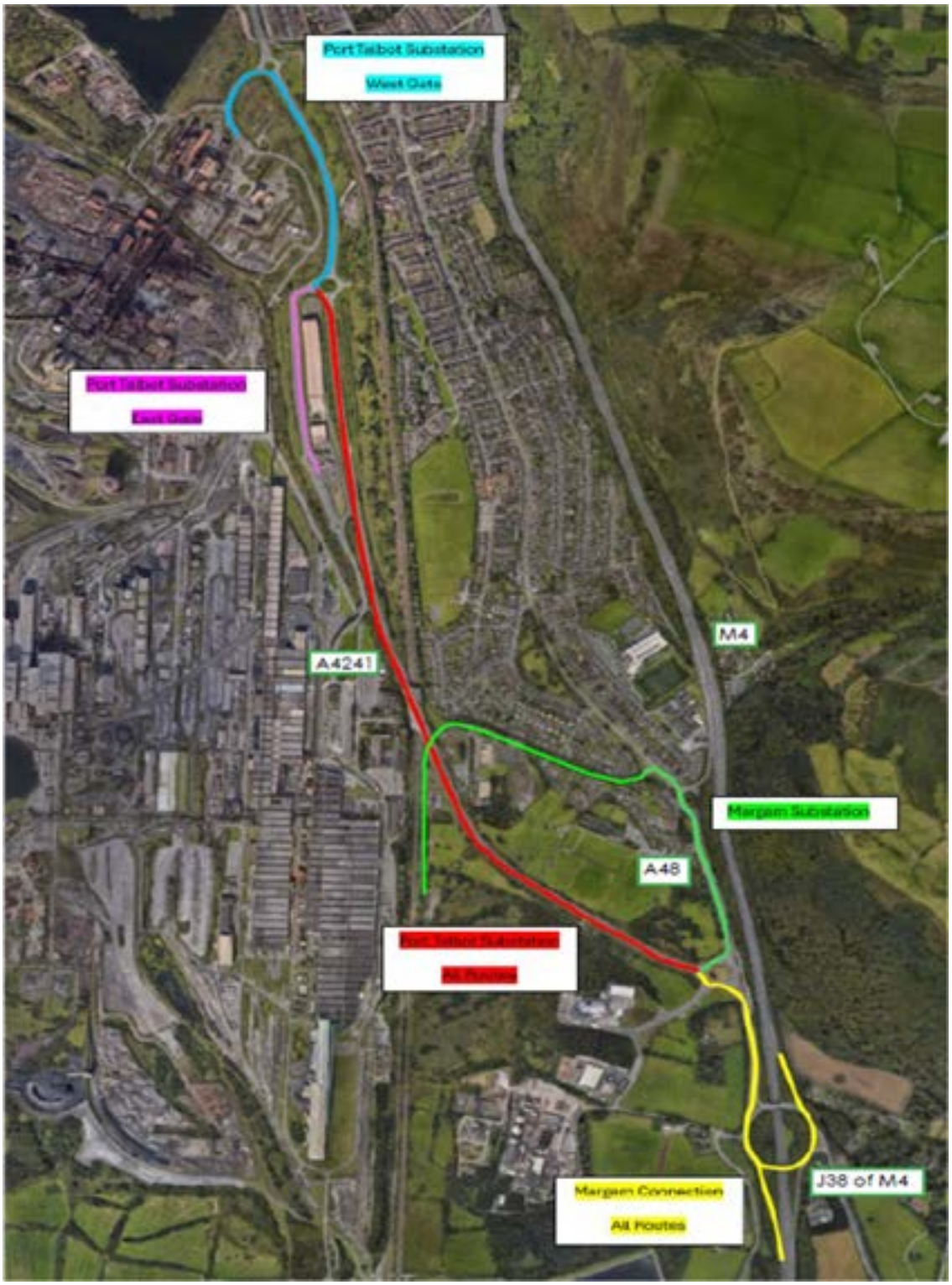
2.3 LOCAL HIGHWAYS, PUBLIC TRANSPORT CYCLING & WALKING

2.3.1 HIGHWAYS, PUBLIC TRANSPORT AND FOOTWAYS

Each Site Entrance is located within 2 miles of the M4 Junction 38 (Yellow Route).

Margam is accessed from A48 leading to Cefn Gwrgan Road (Green Route).

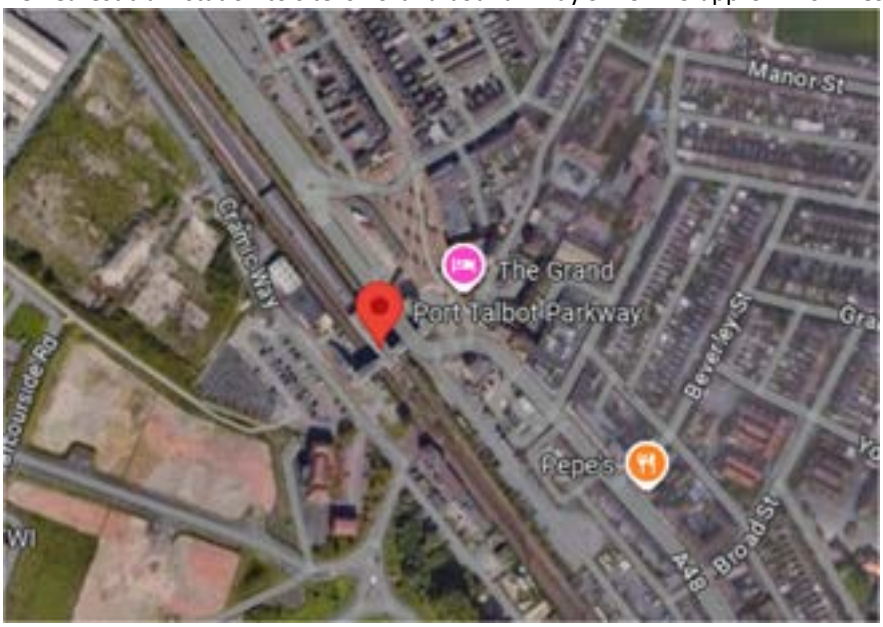
Port Talbot via A4241 Harbour way (Red Route). See section 4 for more detailed vehicle access routes.



2.3.2 RAILWAY/UNDERGROUND

Margam substation is located next to South Wales mainline with directional drilling works being undertaken for the cable routing under the tracks.

The nearest train station to site is Port Talbot Parkway SA13 1RU approx. 4.6 miles.



2.3.3 BUS ROUTES

The nearest bus routes is located on Margam Road providing the following services- 7,909, x1 Cymru clipper and 82,87 service.

2.3.4 CYCLING

Whilst not expected to be the main method of commute to the project, EV14 cycle route crosses nearby access roads from junction 38 of the M4 and Laing O'Rourke do expect a number of local workforce to utilise the cycle route to site, as shown below

2.3.5 WALKING

From the bust stops identified within section 2.3.3 the site at Margam is approximately a 12 minute walk, as shown below. The site within TATA steelworks is not accessible directly by foot.

2.3.6 CLOCS & FORS

FORS helps businesses improve operator safety, fuel efficiency and vehicle emissions. It also helps embed economical operations throughout. Put simply – FORS is a voluntary accreditation scheme that is an effective way to demonstrate to clients you are a high-performing operator who seeks to instil industry leading best practice.

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

Whilst working we will commit to the following:

- All deliveries over 3.5t will be FORS Silver and above
- ZERO collisions between construction vehicles and the community
- Approved Delivery Routes
- Continual improvement and education with our teams / suppliers and client
- Fully integrated Logistics Teams over ALL our projects
- Improved air quality and reduced emissions
- Fewer vehicle journeys

In the last 5 years, more than 28,000 pedestrians, cyclists, motorcyclists were injured in a collision with a construction related vehicle in Britain. Laing O'Rourke has been working to reduce this in and around its sites through the CLOCS (Construction Logistics and Community Safety) programme. In 2013, CLOCS was set up to protect vulnerable road users in and around Greater London, and Laing O'Rourke has supported the programme since its inception by implementing the CLOCS standard across our Greater London sites. With construction activity set to increase in the coming years and due to the success of the programme in London, our Health and Safety team has expanded the CLOCS programme to a national level. This means that all our UK sites will now be working to the CLOCS standard. Richard Byrne, Health, and Safety Leader – Building and Specialist Businesses, said:

> *"We consider CLOCS to be fundamental to how we establish our projects and manage the risk to vulnerable road users posed by construction related vehicles. The implementation of the CLOCS programme in Greater London has had a significant impact in reducing incidents between vulnerable road users and construction related vehicles. Some local authorities have seen a 47% decrease in incidents due to applying the CLOCS standard to progressive planning and procurement policies. "Laing O'Rourke is committed to supporting this national expansion by implementing the CLOCS standard. at all our UK workplaces."*

Laing 'O Rourke's, Select Logistics team and site management will carry out spot checks and formal audits to ensure that the supply chain is compliant with CLOCS. Details will be published and reviewed monthly.

Example of Monitoring and Audit Check List

2.4 COMMUNITY CONSIDERATIONS & WORKFORCE INTERFACE

2.4.1 LOCAL AND NATIONAL POLICY

- Neath Port Talbot council
- Construction Logistics and Community Safety (CLOCS)
- Fleet Operator Recognition Scheme (FORS)
- Building a better future for freight. Construction Logistics Plans (CLP)

2.4.2 SCHOOLS, HOSPITAL

There are no schools in the local vicinity of site so not requiring specific control measures to be put in place.

The nearest hospital with a minor wound's treatment centre approx. 4.8 miles from both sites.

Neath Port Talbot Hospital
Baglan Way
Port talbot
SA12 7BX

The nearest A&E hospital is 12 miles from site.

Princess of Wales Hospital
Coity Road
Bridgend
CF31 1RQ

2.4.3 NEIGHBOURING SITES

Margam Substation is being built directly adjacent to National Grids current 275kv substation. Port Talbot substation is within Tata Steel and accessed via a designated road network.

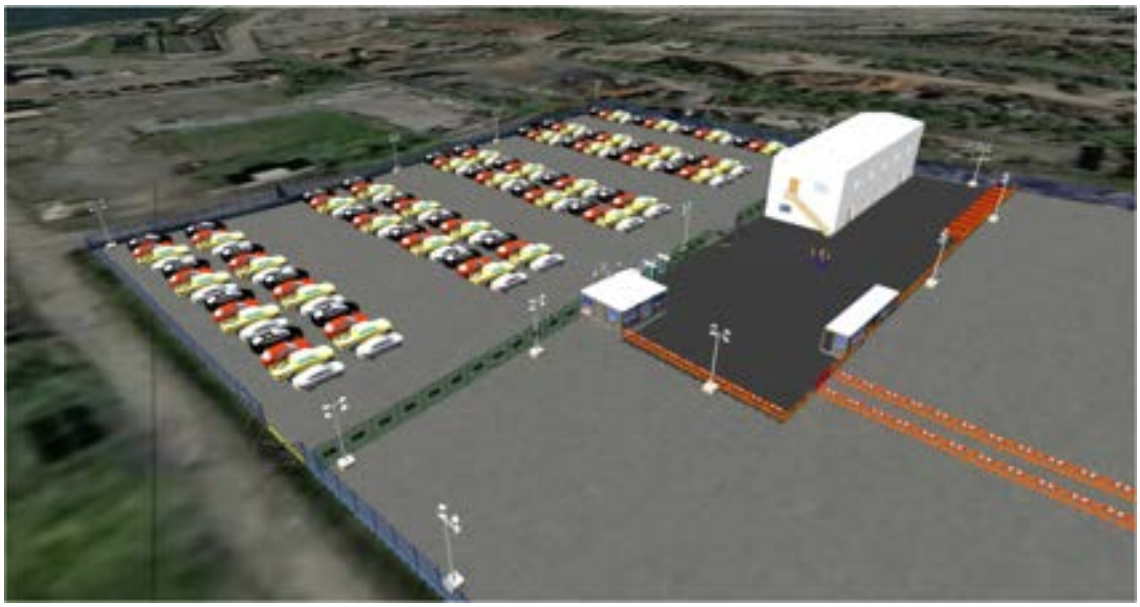
The installation of the 275kv cable interconnectors between the new GIS at Margam 275kv substation and the new Port talbot 275kv substations runs through National Grid land, BOC land and requires HDD below Wales Mainline Rail into Tata Steel. The cable route will be accessed predominately via TATA steelworks and the Margam construction site entrance. There will be a section of cable route within BOC owned land that will be accessed from the South as outlined in section 4 of this document.

2.4.4 STAFF PARKING AND WELFARE – Margam substation extension

Staff Parking will be provided at each work location adjacent to the welfare facilities and not impact local roads or communities.

Parking and welfare facilities for Margam Substation including induction centre shown above, additional overflow carparking is proposed on Cefn Gwargan Road, this CLP will be updated once use has been confirmed, a walkway will be provided from the overflow carpark to the Margam welfare units.

2.4.5 STAFF PARKING AND WELFARE - Port Talbot

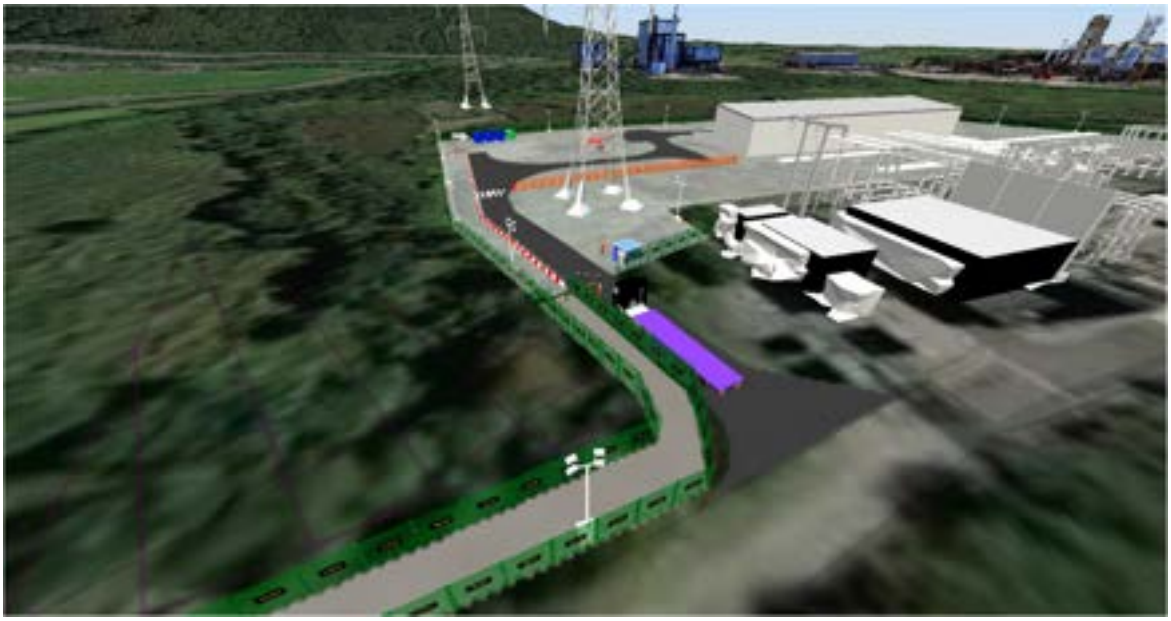


Parking and welfare facilities located in tata Steel for Port Talbot substation.

2.4.6 Site Security – Margam

The site perimeter will be protected by 2.4M V-mesh hoarding with dedicated vehicle and pedestrian access points, CCTV will also cover site and further details will be within SMP (Security Management Plan MARPT-LOR-XX-XX-PL-R-090021)

Margam site entrance



3 CONSTRUCTION PROGRAMME

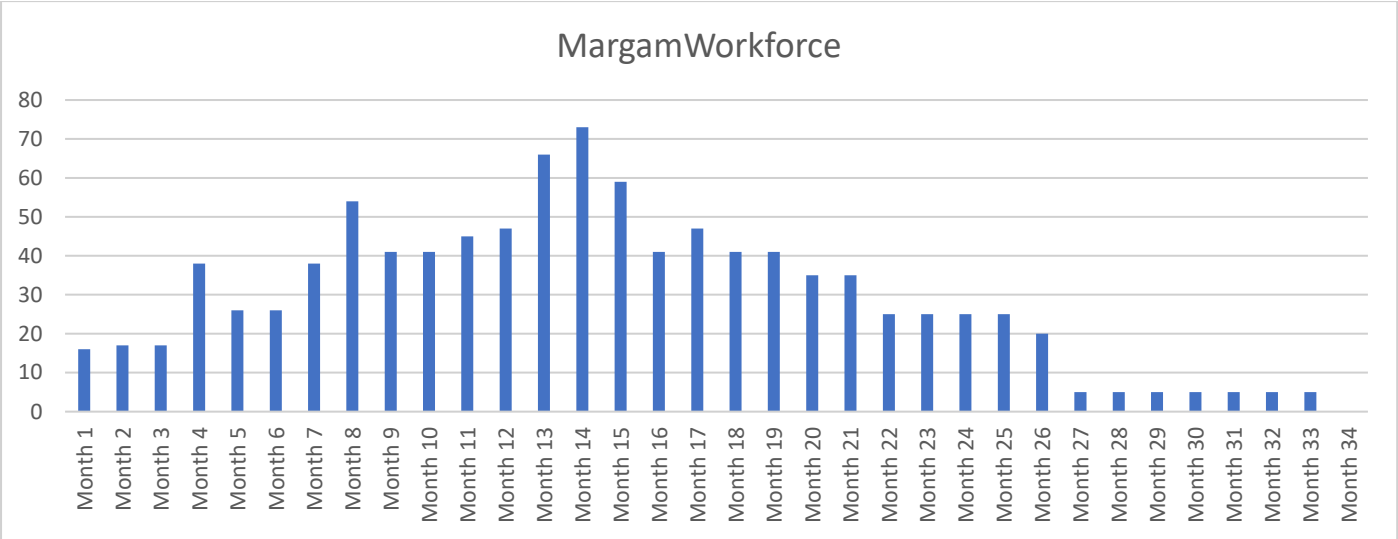
3.1.1 Construction summary – As of May 2025

Construction Stage	Period of Stage
Site Establishment and Enabling Works	July 25 – March 26
Piling	March 26 – July 26
Foundation / Structure	July 26 – Sep 26
Cladding	Sep 26 – Nov 26
Fit out, Testing and Commissioning	Nov 26 – Oct 27
Reinstatement, Demobilisation	Nov 27 – May 28
Project Completion	June 28

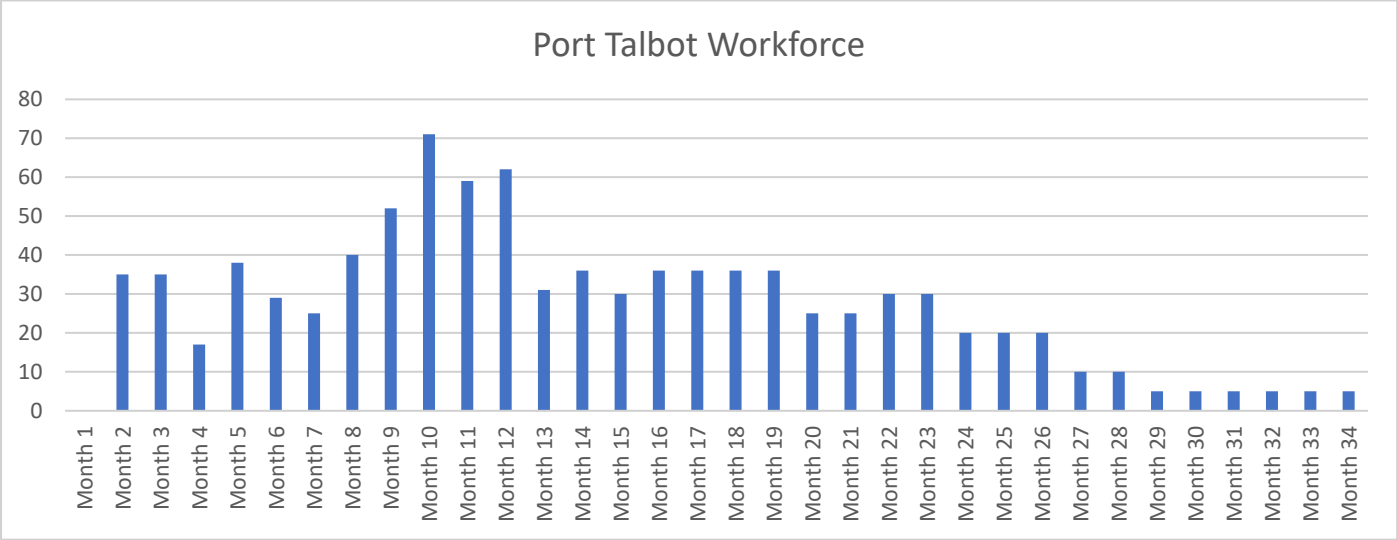
3.1.2 Workforce Histogram

The below histogram shows expected workforce numbers across the two sites. The dates shown reflect the programme as of September 2024. The numbers shown do not include staff across the two sites, which are expected to peak at 42 on each site.

Margam:



Port Talbot:


Port Talbot Workforce
80
70
60
50
40
30
20
10
0
Month 1
Month 2
Month 3
Month 4
Month 5
Month 6
Month 7
Month 8
Month 9
Month 10
Month 11
Month 12
Month 13
Month 14
Month 15
Month 16
Month 17
Month 18
Month 19
Month 20
Month 21
Month 22
Month 23
Month 24
Month 25
Month 26
Month 27
Month 28
Month 29
Month 30
Month 31
Month 32
Month 33
Month 34

4 VEHICLE ROUTING AND SITE ACCESS

4.1 Access to site entrance locations from main road network.

Vehicle route network – Note Margam Substation Extension accessed via route 'A'

4.1.1 Margam delivery control point & Site access

All vehicles accessing Margam site will be processed at a vehicle control point proposed on Cefn Gwrgan Rd (shown as 'A' above) before proceeding down the single-track lane to site, with either end controlled by traffic Marshals. A 2.4M V-Mesh fence will be put in place along the road adjacent to the golf course to prevent access.

A traffic Management scheme will be implemented along Cefn Gwargan Road to manage vehicle movements to and from site, refer to Appendix A. A walkway will be implemented from the public highway on Cefn Gwargan Road, to the site welfare entrance point.

A temporary over bridge will be required to the North of the Margam Welfare site, spanning the Upper Mother Ditch

Wheel washing will be implemented during the earthworks phase and tyre checks carried out to ensure material is not transferred to the public road network. Road sweepers will be deployed if and where necessary. See section 5.1.6 for more information.

Margam Holding bay.

Walkway installed alongside golf course

4.1.2 Port Talbot Construction Access Plan

The image above details the road network within TSUK, access from the public highway via route D and K.

4.1.3 Port Talbot Control Point

All vehicles entering Port talbot will be processed and given drivers induction with vehicle routing through TATA Steel site either before proceeding to the security barrier, or by TSUK security if agreed. Signage will be installed within TATA steelworks to direct vehicles.

4.1.4 Cable route access – BOC Land

When undertaking the civils construction associated with the cable route, as well as installation of the cable, there will be a requirement to access the construction area to the east of the rail lines as shown below, due to high pressure gas mains and sensitive ecological areas, this will need to be accessed from the South. Any construction activities undertaken within TATA steelwork land will be accessed via TATA local road networks.

BOC land access point

Access along Heolcae'r-Bont road will be subject to survey an alternative approach is shown below, which will require engagement with Network Rail and upgrades to the crossing point.

Alternative approach to BOC land

Wheel washing will be implemented during the earthworks phase and tyre checks carried out to ensure material is not transferred to the public road network. Road sweepers will be deployed if and where necessary. See section 5.1.6 for more information.

5 STRATEGIES TO REDUCE IMPACTS

Planned Measure Checklist	Committed	Proposed	Considered
Measure influencing construction vehicles and deliveries			
Safety and environment standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries			X
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off points		X	
Use of logistics and consolidation centres		X	
Measures to encourage sustainable freight			
Freight by water*	N/A	N/A	N/A
Freight by rail*	N/A	N/A	N/A
Material procurement measures			
DfMA and off-site manufacture	X		
Re-use of material on site	X		
Smart procurement	X		
Other measures			
Collaboration with other sites in the area	X		
Implement a staff travel plan			X

* If site, consolidation centre or holding areas are within 100m of foreshore of navigable waterway or rail freight siding.

5.1 Measures influencing construction vehicles and deliveries.

It is understood that the timely management of deliveries is key to the success of the project and in minimising disruption to local stakeholders.

During the works, weekly logistics planning meetings will be held with all the contractors to ensure their deliveries are scheduled, planned, and coordinated to avoid congestion. The project will utilise a Delivery Management System (DMS) utilises for the booking and scheduling of deliveries, which aids visibility of the planned contractors' delivery dates and times, locations of delivery, and offloading facility required.

All deliveries will be controlled by our site management team to prevent congestion from delivery vehicles on the surrounding roads.

No vehicles will be granted access to site unless booked-in and authorised. We will require subcontractors to strictly adhere to a just-in-time delivery methodology for loading out to the respective workface. This protocol will be embedded into the supply chain and trade contractor contract documents and agreed in detail at pre- and post-contract meetings.

This process will be managed and coordinated by the DMS (Datascope); this is a live and interactive system linking the project and the supply chain, and provides environmental and sustainability reporting for the project.

a) It enables suppliers to request their preferred time slots and receive confirmation of their allocated slot
b) Provides greater visibility for all application users
c) Provides advanced notice to gate personnel and allows for a more efficient flow of site traffic
d) Facilitates more efficient operations
e) Enables planning of daily allocation of banksmen and plant
f) Prevents congestion on adjacent streets
g) Provides a detailed record of all deliveries, should follow-up investigations be needed in the unlikely event of a breach in security
h) All delivery vehicles to be CLOCS & FORS compliant.
i) Packaging proposals are to ensure that waste is minimal.
j) All deliveries to report to the proposed lorry holding area for compliance checks and to await space on site for processing to prevent congestion adjacent to the site.

5.1.1 DATA SCOPE (DMS)

As part of our commitment to National Grid we are committed to using a delivery management system for all vehicles coming onto the Project.

DataScope's Delivery Management System is an online contractor and supplier portal which allows for dynamic management of all site deliveries throughout the logistics life cycle.

Our online Delivery Management System is a simple yet efficient way to book, track and manage your site's deliveries. The system is made bespoke to our site requirements and specific needs allowing gates, lay-down areas, allocate delivery slots, off-loading Crane /Forklift etc.

The Logistics Team will be working based on `NO BOOKING' /`NO DELIVERY' to ensure we have controlled delivery system on site.

DataScope builds on our templated solution to build you a delivery booking form that meets your exact requirements.

All supply chain contractors will be contractually required to use the project delivery management system, failure to book all vehicle movements using this system will result in transport being denied access to the project.

5.1.2 SAFETY AND ENVIRONMENTAL STANDARDS

a) CLOCS - Refer to Section 2.3.4 Cycling
b) All suppliers must be registered with FORS with a minimum silver standard
c) For further HSE standards and programme requirements please refer to the project H&S Plan.

The highest level of transport safety, vehicle loading/ off loading and logistics operations will be accepted. A non-exhaustive list of standards required is:

- All construction transport will need to achieve minimum standards.
- Logistics plans and detailed risk assessments taking into all points of the logistics strategy will be supplied by the supply chain.
- Delivery, plant, and labour forecasting for 1 month; 3 months; 6 month and overall contract duration will be supplied by the supply chain.
- All supply chain logistics and lifting teams will be trained to Construction Plant Competence Scheme (CPCS) standard and authorised by the principal logistics team.
- Supply chain will conform to all exclusion and authorised access requirements including permitted access to Haul Rds. and Loading Bays
- All plant and equipment will be maintained, inspected and in fit state for purpose with records held and issued to the principal logistics team.
- Working at height hierarchy will be followed in all operations including vehicle off loading and loading.

5.1.3 Considerate Constructors Scheme

Laing O'Rourke will register the Site under the Considerate Constructors Scheme. This scheme is a voluntary code of practice that ensures contractors and sub-contractors carry out their operations in a safe and considerate manner and with due regard to passing pedestrians, road users and neighbouring properties.

The Code of Considerate Practice describes the basic expectations of registration within the scheme and outlines five key aspirations related to these requirements. The five key aspirations are:

- Care about appearance.
- Respect the community.
- Protect the Environment.
- Secure everyone's Safety.
- Value your workforce.

These Expectations outlined in the code include:

- Careful consideration to be given to the impact of construction on neighbours and the public, including in relation to parking, deliveries and works on the public highway.
- Promoting respectable and safe standards of behaviour and dress from the workforce.
- Enhancing and properly maintaining the appearance of the site to give a positive impression of the construction industry.
- Minimising the impact of vibration, and air, light and noise pollution and reducing waste.
- Embedding attitudes and behaviours that enhance safety performance and protect the public and workforce; and
- Providing and maintaining high standards of welfare for the workforce and caring for their health and wellbeing.

5.1.4 MANAGEMENT OF OUT OF PEAK DELIVERIES

All deliveries will be booked in with enough allowance to be safely off loaded and distributed to final location within authorised working hours.

At no point will materials be authorised to be left in Haul Rds./ Loading Bays or unspecified storage areas.

All deliveries to site will need to be pre-booked for agreed delivery slots. Fewer slots will be provided during peak times. Slots for quiet deliveries will be provided outside normal site hours when needed and in compliance with Local Authority consent. Daily logistics meetings will take place with all site stakeholders and agreement on delivery slots will be scheduled well in advance as per Voyage Control booking procedure.

5.1.5 MANAGEMENT OF OUT OF HOURS DELIVERIES

Abnormal loads will be received and removed from the project as detailed by the transport constraints imposed by the local authority. A Section 61 variation will be obtained in advance and local stakeholder informed.

5.1.6 MANAGEMENT OF PUBLIC HIGHWAYS

The following measures will be employed to prevent mud and site run off from contaminating public roads and completed sections of the works.

- Provision of cleaned hard standings to all site access roads.
- Provision of wheel washing facilities at all site exit points.
- Visits by road sweeping vehicles attending the site entrance areas, adjacent roads, and approach roads to the site. Adequate sheeting of muck away vehicles
- Provision of welfare facilities for operatives to change before leaving site.
- The site entrances will be regularly maintained with regular washing down at the site entrance.

Winter working - provision of road and footpath gritting and clearance services to site entrance roads and local roads to minimise potential delays at the site entrance.

5.1.7 DESIGN FOR MANUFACTURE AND ASSEMBLY

Reducing delivery numbers and effective delivery management are key factors in successful delivery of the project. Off-site manufacture of prefabricated components has been considered through a smart design and procurement strategy.

5.1.8 MATERIAL PROCUREMENT MEASURES

The following will be considered as part of a smart procurement strategy when appointing suppliers and subcontractors.

- Minimisation of the number of vehicle movements.
- Promote collaboration with other suppliers to minimise the number of deliveries to site.
- Type of delivery vehicle - specification considering the safest and most suitable vehicle, with the most appropriate off-loading equipment.
- Efficient site off-loading process and distribution strategy
- Waste minimisation and reduction in packaging
- Material collection and recycling by suppliers under a "take back scheme".
- Focus on material scheduling to avoid over ordering and generation of waste material. Include materials that are pre-cut to size (off-site) rather than using standard sizes.

5.1.9 WASTE MINIMISATOIN AND MANAGEMENT

The key aim will be to minimise the impact on waste streams through elimination of waste by design, minimising waste at source and recycling waste where practical to the benefit of reducing construction traffic movements. It is also to ensure legislation and environmental best practice is adhered to in disposal of non-recyclable waste.

Where the design permits, it will be the intention to have elements prefabricated and finished off-site to minimise packaging.

A site-specific Waste Management Plan (SWMP) has been prepared and will be updated and controlled from the start of the pre-construction stage and sets out the procedures for managing and controlling waste through the construction period. The plan will specifically identify types of waste generated, how waste will be reduced, reused, and recycled.

Laing O`Rourke will appoint contractors and suppliers ensuring that waste is correctly recycled and disposed of appropriately.

The construction logistics manager will be primarily responsible for the effective removal of waste from site. Wherever possible all waste will be segregated into separate waste stream containers on site subject to available space. If this is not possible, waste will be transferred to recycling stations using established waste management and recycling contractors for separation into recyclable waste streams off site.

Materials and waste would be managed in accordance with the targets set in the Sustainability Statement submitted as part of the planning application. LOR propose to adopt the use of prefabricated elements, and standard profiles and sections which can be easily assembled and dissembled for reuse elsewhere, where possible. Materials efficiency would be integrated with the waste hierarchy principles adopted, such as identifying opportunities to reuse existing materials and reducing constriction waste on site via appropriate benchmarks. Local material selection and procurement will be explored and is a sustainability target for the design team.

Materials selection and procurement will also be informed by the increasing availability of healthy certified material, where feasible, including but not limited to materials and products that:

- Meet testing and emission standards for low or zero VOC as defined by Building Research Establishment's Environmental Assessment Method (BREEAM), Leadership in Energy and Environmental Design (LEED) and/or WELL.
- Meet the toxic materials reduction standards set by the WELL standard.
- Are sustainably sourced, for example, 100% of timber and timber products should be sourced from accredited Forest Stewardship Council (FSC) or Programme for the Endorsement of Forestry Certification (PEFC) source.
- Have low Global Warming Potential (GWP) or zero Ozone Depletion Potential (ODP)
- Are Cradle to Cradle Certified Products

It is proposed that the waste management will be carried out by a specialist waste management contractor. Duties will include.

- Supply & removal of bins -General/ mixed construction/ metal/ plasterboard/ COSHH
- Supply & removal of skips -As above
- Management of staffing to ensure site remains tidy which contributes to a safer working environment.
- Site clear up notices -costs contra charged to contractors.
- The management of waste will be in line with group policy and hierarchy which focuses on the importance of segregation and recycling.

Construction generates a very large amount of waste annually with a sizeable proportion of material simply thrown away without being used.

It is important to minimise waste by:

1. PREVENTION of waste
2. If there is waste, PREPARE FOR RE-USE
3. Next consider RECYCLING
4. If it can't be recycled, then think of OTHER RECOVERY (for example, for energy)
5. Last resort – DISPOSAL in landfill

Why?

- Avoid environmental harm: reduction, reuse and recycling waste minimise the environmental effects of disposing waste to landfill.
- Reduce costs: the true cost of waste is more than just the disposal cost and is made up of:
- The original purchase price of the material.
- Cost of unloading, handling, storage, and transport material around site.
- Collecting waste/damaged materials, reloading, moving and storage of waste on site.
- Cost of disposal of waste.
- Cost of replacing damaged/wasted materials.

DO	DON'T
Prevent Store materials neatly to avoid damage/loss and keep in packaging until needed. (protection). Think of ways to reduce waste created on site and where appropriate, implement them. **PREPARE FOR RE-USE** Keep significant off-cuts for use elsewhere. Re-use materials until not fit for purpose. Re-use materials for alternative purposes. **RECYCLE** Segregate waste for recycling where possible and store in the correct container until removed from site. Ensure skips are labelled clearly.	Burn or bury waste – it's **ILLEGAL**. Leave materials unprotected and where they are likely to be damaged by rain or mud (etc.). Open new cans/pallets before the ones in use are empty. Mix different types of waste – it prevents recycling. Put waste materials into the wrong waste container. Leave materials at risk from site traffic. movements.

Segregation of waste streams such as hazardous and non-hazardous will be implemented wherever possible, Laing O'Rourke has a requirement that all sites provide segregation of waste types with separate signed bins/ skips provided.

6 ESTIMATED VEHICLE MOVEMENTS

Estimated vehicle movements for Margam Substation Extension, Port Talbot Substation and the Cable Route.

Margam Substation Extension

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site establishment and enabling works	July 25 – March 26	400	20
piling	March 26 – July 26	300	15
Foundation/ structure	July 26 – Sept 26	300	15
Cladding	Sept 26 – Nov 26	200	10
Fit out, testing and commissioning	Nov 26 – Oct 27	200	10
Reinstatement, Demobilisation	Nov 27 – May 28	200	10
Project completion	Dec 28	100	5

Port Talbot Substation

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site establishment and enabling works	Oct 25 – Nov 25	200	10
Piling	Nov 25- Mar 26	300	15
Foundation/ structure	Mar 26- May 26	300	15
Cladding	May 26- Sept 26	200	10
Fit out, testing and commissioning	Sept 26-Oct 27	200	10
Reinstatement, Demobilisation	Nov 27 – May 28	200	10
Project completion	June 28	100	5

Cable Route -

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site establishment and enabling works	Sept 25 – April 26	200	10
Civils and HDD	April 26 - Dec 26	400	20
Cable Pulling and commissioning	Jan 27 – Sept 27	200	10

7 IMPLEMENTING, MONITORING AND UPDATING

The implementation and monitoring of the Construction Logistics Plan will be split between both the group central team and the project Logistics team.

The split for implementing and issuing will be as below.

Select Central Logistics Team

- Group procurement
- Explore Transport
- Explore Industrial Park
- CHT – Oldbury

Project Logistics Team

- Project procurement
- Supply chain/ Trade contractors
- Document control
- Office management

The monitoring of the Logistics Strategy will also be split between both functions.

Central Logistics Team responsibilities:

- Quarterly meetings chaired with revisions updated and implemented
- Project Logistics Team
- Attendance at quarterly meetings with revisions implemented
- Attendance at project BPR to review performance against objectives

The appointed Construction Logistics Manager will oversee implementing the Detailed CLP. Their job description will include collecting data on the number of vehicle movements to site; collected through a delivery booking-in system.

- Total
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilization
- Delivery/collection accuracy compared to schedule

8 Appendix A – Margam Traffic Management Scheme

ROADTRAFFIC SOLUTIONS

Site Reference:	Phase:
Margam & Port Talbot Substation	001

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Date:	Issue:	Approved: W.Shipley
23.04.25	3-AK	
06.05.25	4-WS	Foreman Approved:

Drawing Number:	Job Number:
AK0388	98698

Traffic Management:	Road Speed:
Pedestrian Signage	30mph & below

Actual Road Width:	N/Am
Remaining Road Width:	N/Am
Total Length Of Site:	N/Am
Distance Of First Sign To First Cone:	N/Am
Width Of Obstruction Including Safety Zone:	N/Am

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

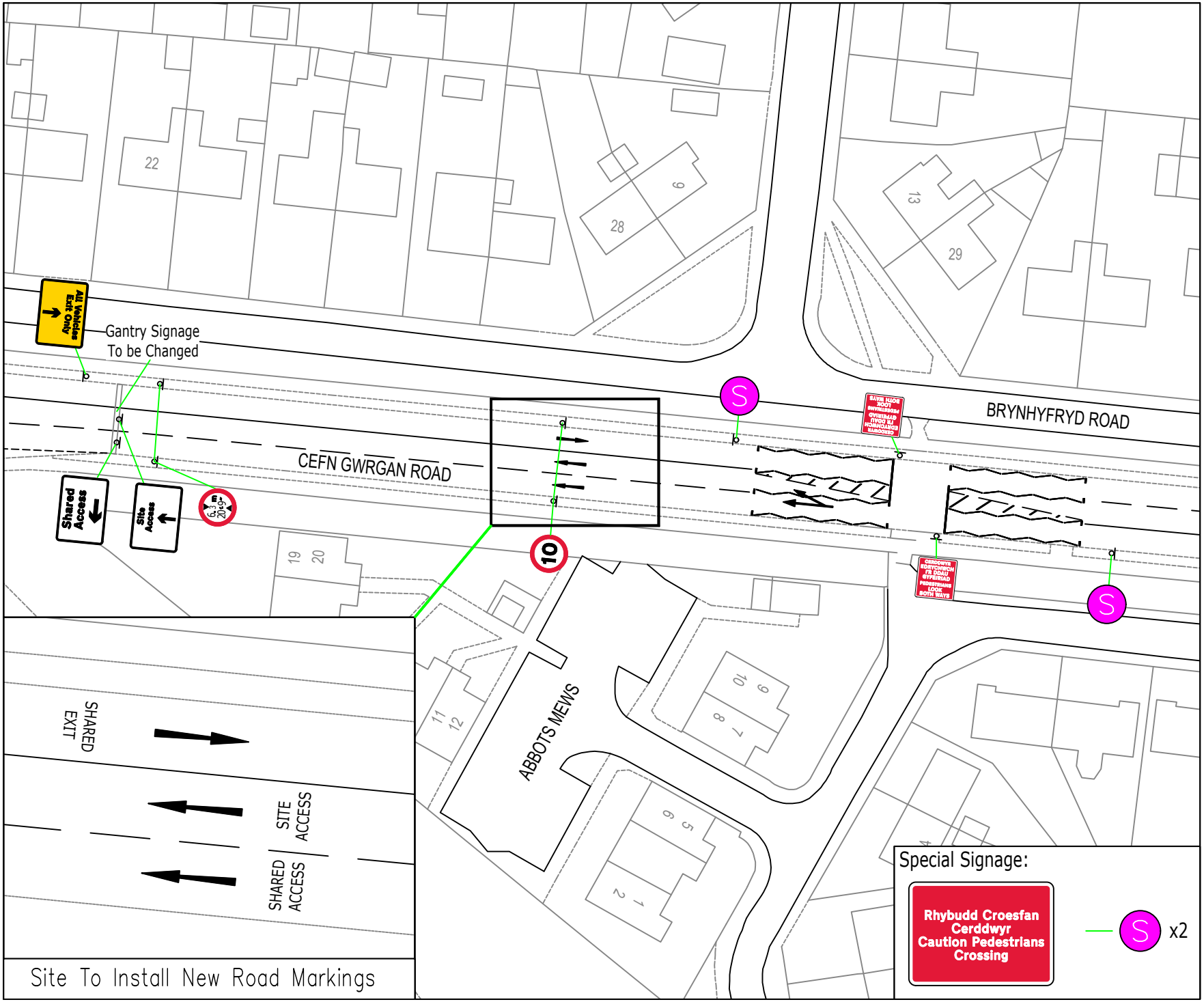
N

Key:

- Working Space
- Safety Zones
- Client Works
- Pedestrian Walkway In The Road
- Security Hut & Guard
- Water Filled Barrier
- Water Filled Barrier With Heras Tops
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Traffic Marshall
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN NOT TO SCALE



ROADTRAFFIC SOLUTIONS

Site Reference:	Phase:
Margam & Port Talbot Substation	002

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Date:	Issue:	Approved: W.Shipley
16.04.25	2-AK	
22.04.25	3-AK	Foreman Approved:

Drawing Number:	Job Number:
AK0389	98698

Traffic Management:	Road Speed:
Standalone Pedestrian Crossing	30mph & below

Actual Road Width:	N/Am
Remaining Road Width:	N/Am
Total Length Of Site:	12.6m
Distance Of First Sign To First Cone:	20-45m
Width Of Obstruction Including Safety Zone:	N/Am

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

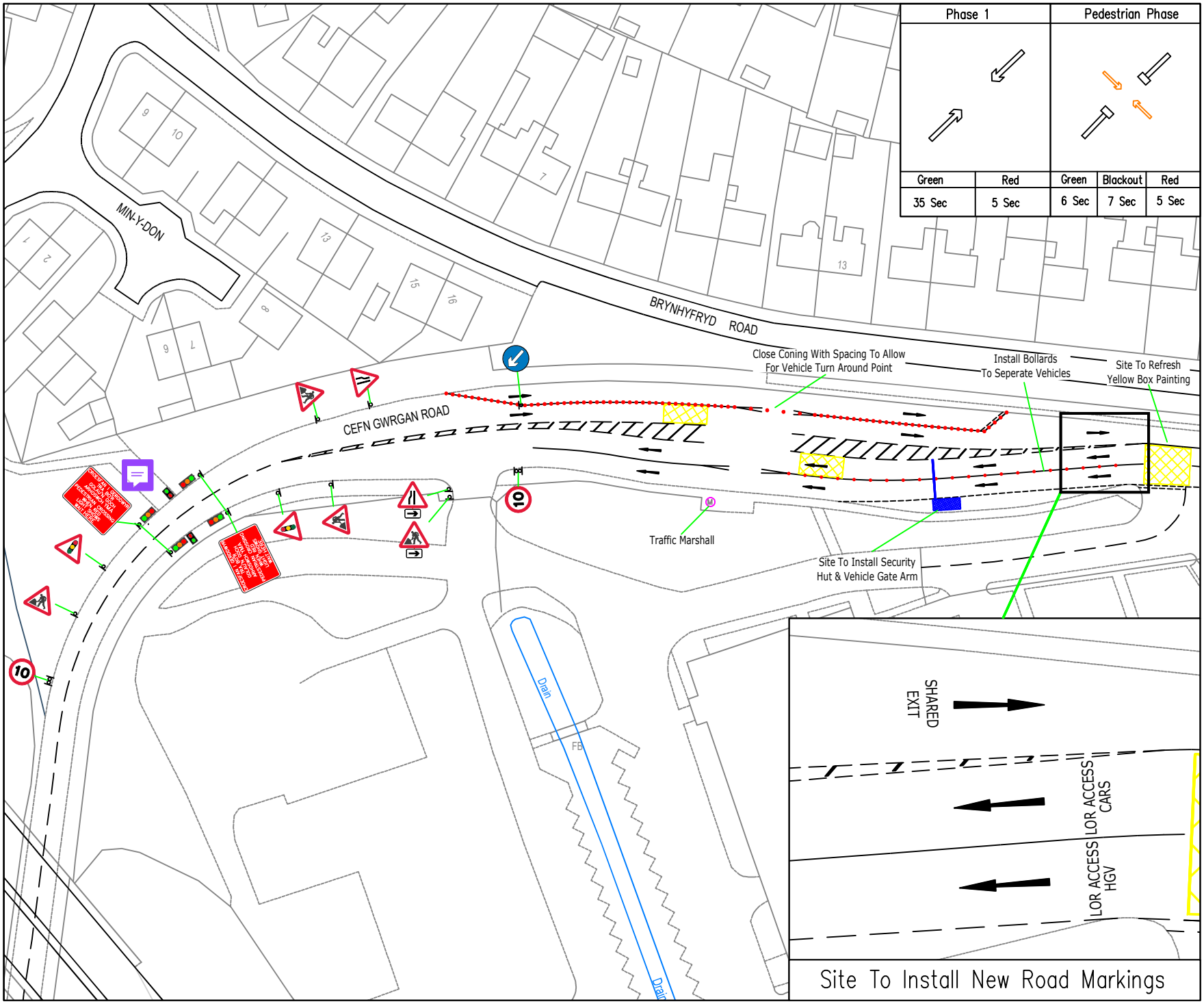
N

Key:

- Working Space
- Safety Zones
- Client Works
- Pedestrian Walkway In The Road
- Security Guard & Hut
- Water Filled Barrier
- Water Filled Barrier With Heras Tops
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Traffic Marshall
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN
NOT TO SCALE



Phase 1		Pedestrian Phase		
Green	Red	Green	Blackout	Red
35 Sec	5 Sec	6 Sec	7 Sec	5 Sec

ROADTRAFFIC SOLUTIONS

Site Reference:	Phase:
Margam & Port Talbot Substation	003

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Date:	Issue:	Approved: W.Shipley
22.04.25	3-AK	
06.05.25	4-WS	Foreman Approved:

Drawing Number:	Job Number:
AK0390	98698

Traffic Management:	Road Speed:
Standalone Pedestrian Crossing	30mph & below

Actual Road Width:	N/Am
Remaining Road Width:	N/Am
Total Length Of Site:	11.3m
Distance Of First Sign To First Cone:	20-45m
Width Of Obstruction Including Safety Zone:	N/Am

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

N

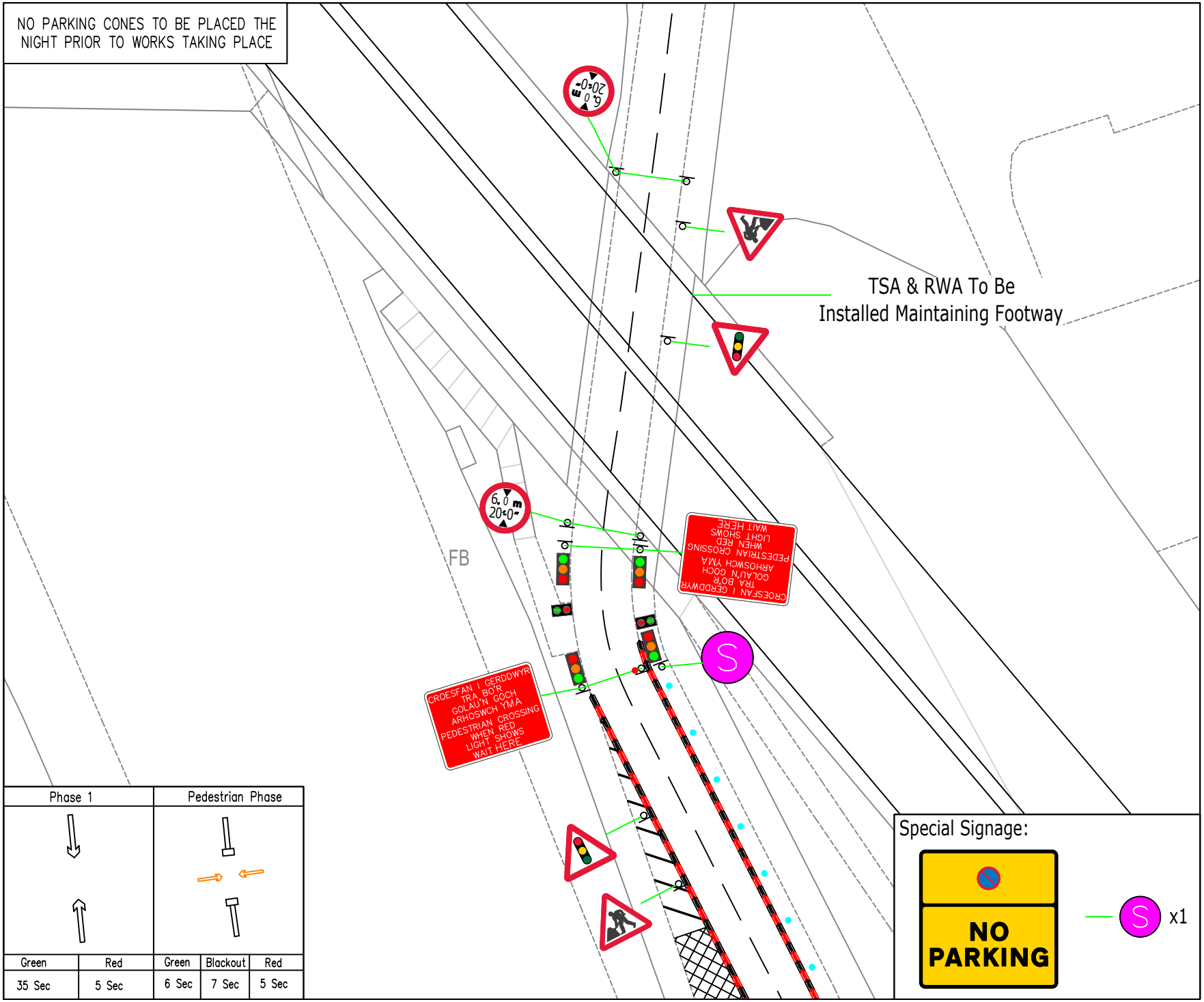
Key:

- Working Space
- Safety Zones
- Client Works
- Pedestrian Walkway In The Road
- Security Guard & Hut
- Water Filled Barrier x 672m
- Water Filled Barrier With Heras Tops
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Traffic Marshall
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN NOT TO SCALE

NO PARKING CONES TO BE PLACED THE NIGHT PRIOR TO WORKS TAKING PLACE

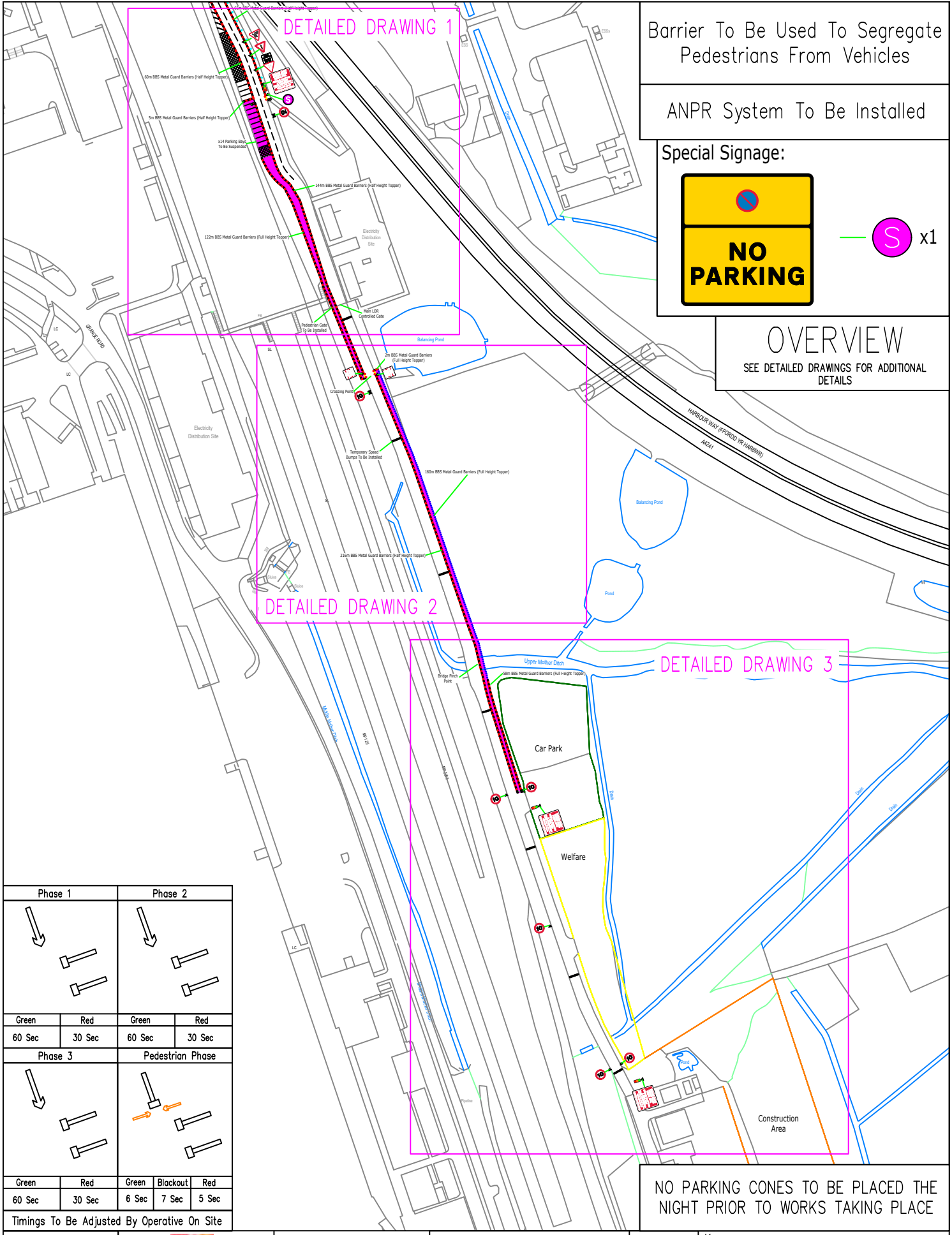


Phase 1		Pedestrian Phase		
Green	Red	Green	Blackout	Red
35 Sec	5 Sec	6 Sec	7 Sec	5 Sec

Special Signage:

NO PARKING

S x1



Barrier To Be Used To Segregate Pedestrians From Vehicles

ANPR System To Be Installed

Special Signage:

S x1

OVERVIEW

SEE DETAILED DRAWINGS FOR ADDITIONAL DETAILS

Phase 1		Phase 2	
Green	Red	Green	Red
60 Sec	30 Sec	60 Sec	30 Sec

Phase 3		Pedestrian Phase		
Green	Red	Green	Blackout	Red
60 Sec	30 Sec	6 Sec	7 Sec	5 Sec

Timings To Be Adjusted By Operative On Site

NO PARKING CONES TO BE PLACED THE NIGHT PRIOR TO WORKS TAKING PLACE

ROADTRAFFIC SOLUTIONS

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Site Ref: Margam & Port Talbot Substation

Phase: 004

Date:	Issue:
22.04.25	3 - AK
29.05.25	4 - WS

Road Speed: 30mph & below

Traffic Management: 3 Way Lights & 1 Pedestrian Crossing

Approved: W.Shipley

Foreman Approved:

Drawing Number: AK0391

Job Number: 98698

Actual Road Width:	Varies.
Remaining Road Width:	N/Am
Total Length Of Site:	522m Approx.
Distance Of First Sign To First Cone:	20-45m
Width Of Obstruction Including Safety Zone:	Varies.

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

Key:

- Working Space
- Safety Zones
- Client Works
- Pedestrian Walkway In The Road
- Security Hut & Guard
- BBS Metal Guard Barriers (Half Height Topper) x 490m
- BBS Metal Guard Barriers (Full Height Topper) x342m
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Traffic Marshall
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN NOT TO SCALE

N

DETAILED DRAWING 1

SEE OVERVIEW FOR WHOLE PLAN

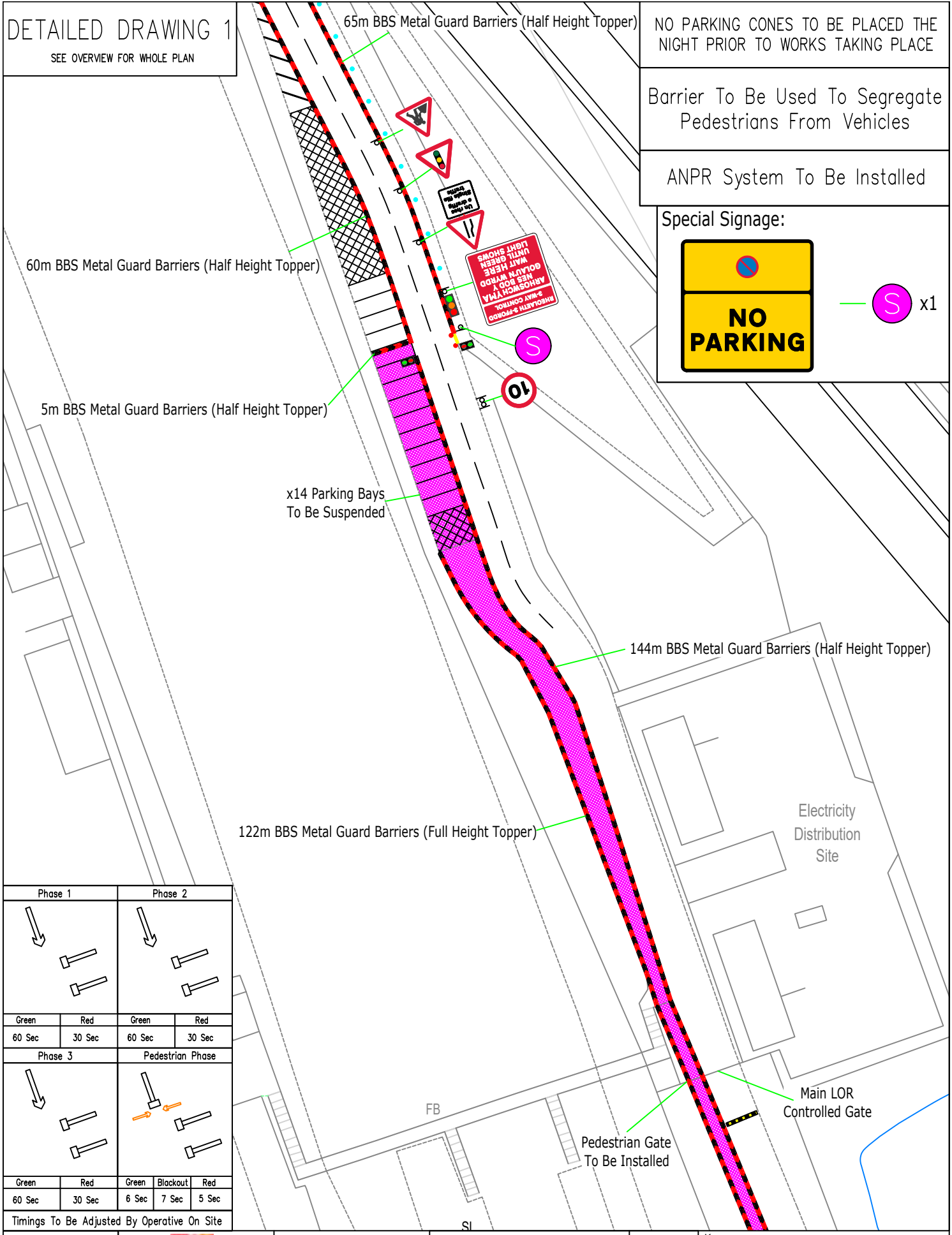
NO PARKING CONES TO BE PLACED THE NIGHT PRIOR TO WORKS TAKING PLACE

Barrier To Be Used To Segregate Pedestrians From Vehicles

ANPR System To Be Installed

Special Signage:

S x1



Phase 1		Phase 2	
Green	Red	Green	Red
60 Sec	30 Sec	60 Sec	30 Sec

Phase 3		Pedestrian Phase		
Green	Red	Green	Blackout	Red
60 Sec	30 Sec	6 Sec	7 Sec	5 Sec

Timings To Be Adjusted By Operative On Site

ROADTRAFFIC SOLUTIONS

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Site Ref:
Margam & Port Talbot Substation

Phase: 004

Date:	Issue:
22.04.25	3 - AK
29.05.25	4 - WS

Road Speed: 30mph & below

Traffic Management:
3 Way Lights & 1 Pedestrian Crossing

Approved: W.Shipley

Foreman Approved:

Drawing Number: AK0391

Job Number: 98698

Actual Road Width:	Varies.
Remaining Road Width:	N/Am
Total Length Of Site:	522m Approx.
Distance Of First Sign To First Cone:	20-45m
Width Of Obstruction Including Safety Zone:	Varies.

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

Key:

- Working Space
- Safety Zones
- Client Works
- Pedestrian Walkway In The Road
- Security Hut & Guard
- BBS Metal Guard Barriers (Half Height Topper) x 490m
- BBS Metal Guard Barriers (Full Height Topper) x342m
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Traffic Marshall
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN
NOT TO SCALE

N

DETAILED DRAWING 2

SEE OVERVIEW FOR WHOLE PLAN

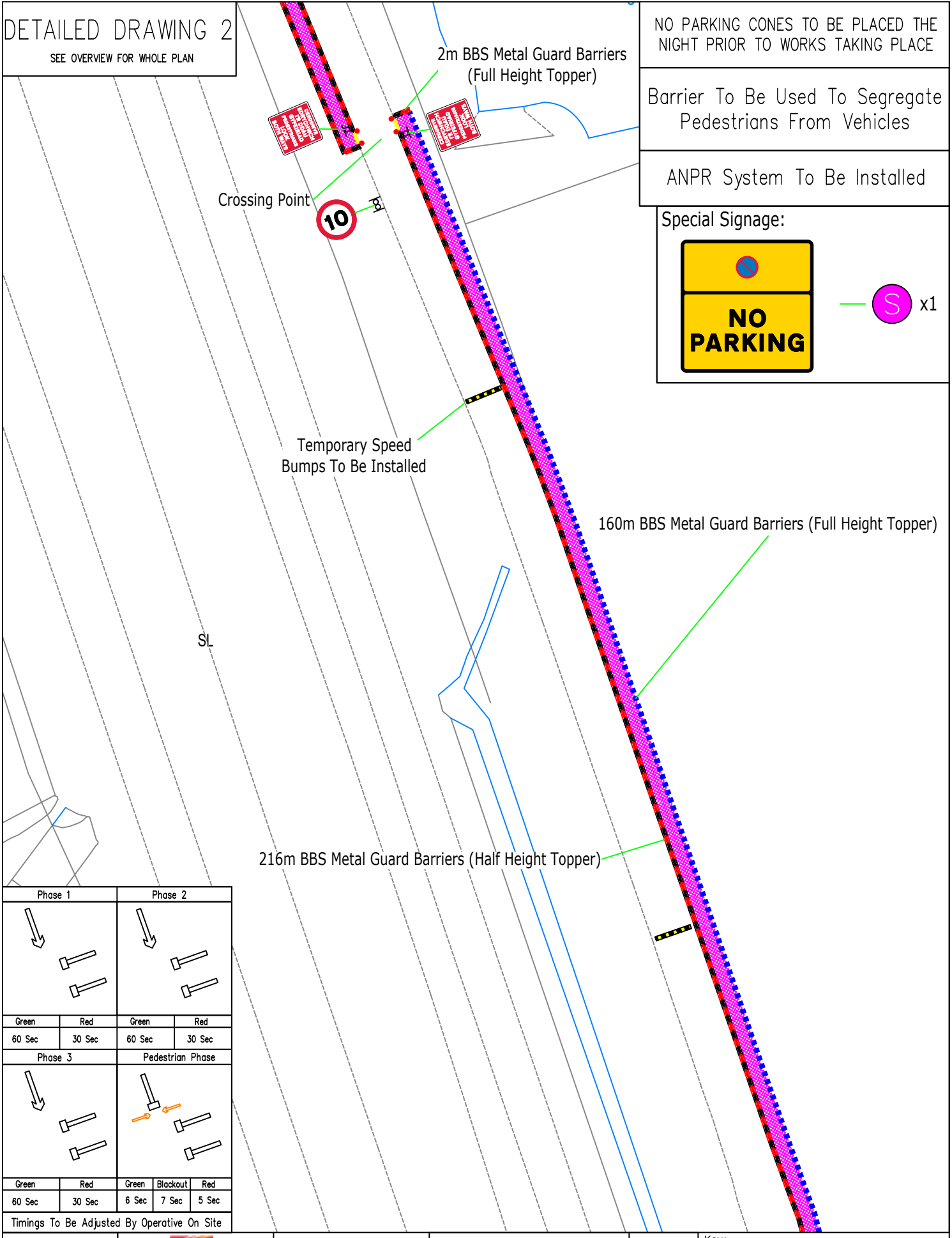
NO PARKING CONES TO BE PLACED THE NIGHT PRIOR TO WORKS TAKING PLACE

Barrier To Be Used To Segregate Pedestrians From Vehicles

ANPR System To Be Installed

Special Signage:

S x1



Phase 1		Phase 2	
Green	Red	Green	Red
60 Sec	30 Sec	60 Sec	30 Sec

Phase 3		Pedestrian Phase		
Green	Red	Green	Blackout	Red
60 Sec	30 Sec	6 Sec	7 Sec	5 Sec

Timings To Be Adjusted By Operative On Site

ROADTRAFFIC SOLUTIONS

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Site Ref:
Margam & Port Talbot Substation

Phase: 004

Date:	Issue:
22.04.25	3 - AK
29.05.25	4 - WS

Road Speed: 30mph & below

Traffic Management:
3 Way Lights & 1 Pedestrian Crossing

Approved: W.Shipley

Foreman Approved:

Drawing Number: AK0391

Job Number: 98698

Actual Road Width:	Varies.
Remaining Road Width:	N/Am
Total Length Of Site:	522m Approx.
Distance Of First Sign To First Cone:	20-45m
Width Of Obstruction Including Safety Zone:	Varies.

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

Key:

- Working Space
- Safety Zones
- Client Works
- Pedestrian Walkway In The Road
- Security Hut & Guard
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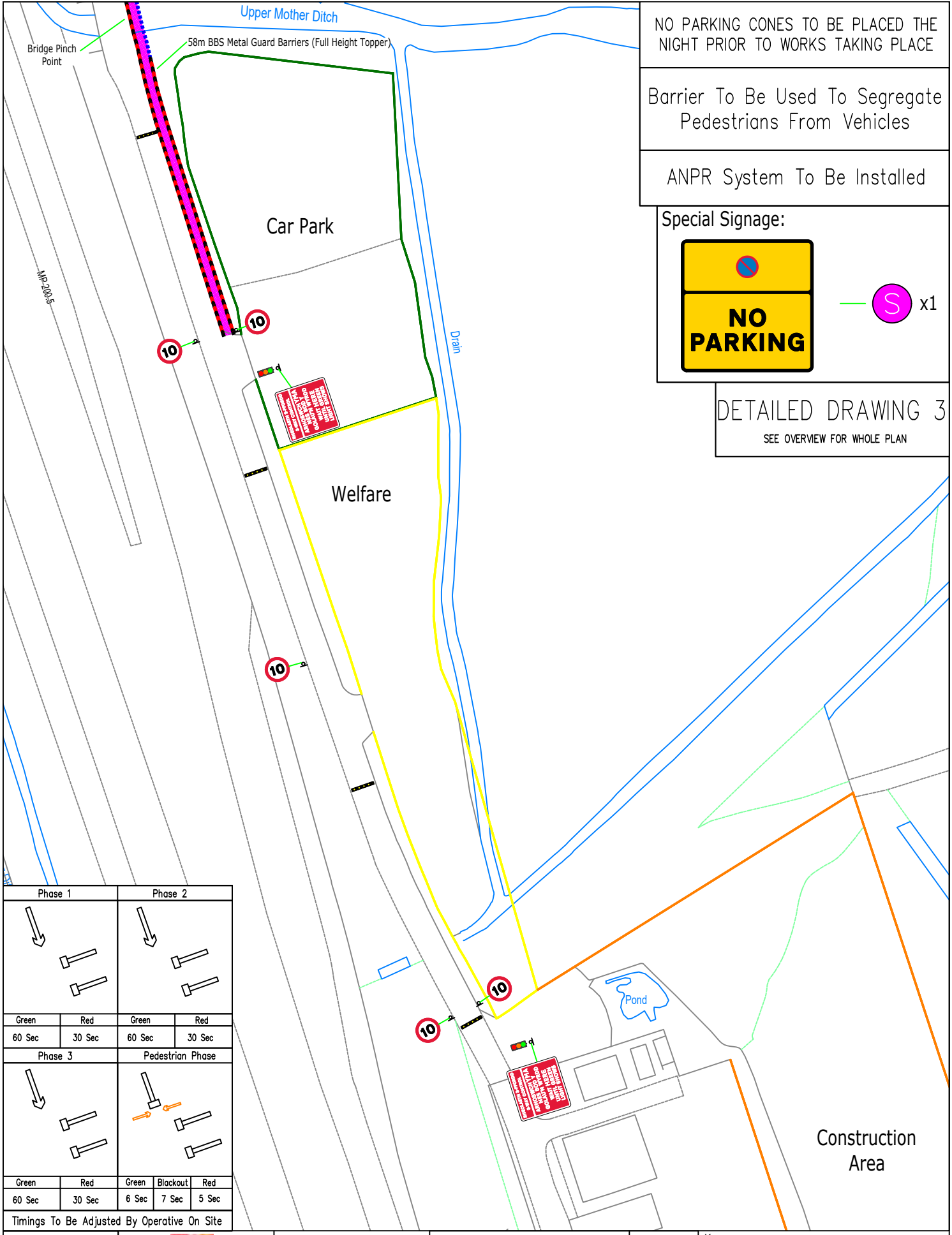
- BBS Metal Guard Barriers (Full Height Topper) x342m
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Traffic Marshall
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN
NOT TO SCALE

N



NO PARKING CONES TO BE PLACED THE NIGHT PRIOR TO WORKS TAKING PLACE

Barrier To Be Used To Segregate Pedestrians From Vehicles

ANPR System To Be Installed

Special Signage:

NO PARKING

S x1

DETAILED DRAWING 3

SEE OVERVIEW FOR WHOLE PLAN

Phase 1		Phase 2	
Green	Red	Green	Red
60 Sec	30 Sec	60 Sec	30 Sec

Phase 3		Pedestrian Phase		
Green	Red	Green	Blackout	Red
60 Sec	30 Sec	6 Sec	7 Sec	5 Sec

Timings To Be Adjusted By Operative On Site

ROADTRAFFIC SOLUTIONS

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Site Ref:
Margam & Port Talbot Substation

Phase: 004

Date:	Issue:
22.04.25	3 - AK
29.05.25	4 - WS

Road Speed: 30mph & below

Traffic Management:
3 Way Lights & 1 Pedestrian Crossing

Approved: W.Shipley

Foreman Approved:

Drawing Number: AK0391

Job Number: 98698

Actual Road Width:	Varies.
Remaining Road Width:	N/Am
Total Length Of Site:	522m Approx.
Distance Of First Sign To First Cone:	20-45m
Width Of Obstruction Including Safety Zone:	Varies.

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

Key:

- Working Space
- Safety Zones
- Client Works
- Pedestrian Walkway In The Road
- Security Hut & Guard
- BBS Metal Guard Barriers (Half Height Topper) x 490m
- BBS Metal Guard Barriers (Full Height Topper) x342m
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Traffic Marshall
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN NOT TO SCALE

N

ROADTRAFFIC SOLUTIONS

Site Reference:	Phase:
Margam & Port Talbot Substation	001

Select

Address:

Cefn Gwrgan Road
Port Talbot
SA13 2BZ

Date:	Issue:	Approved: W.Shipley
23.04.25	1-AK	
06.05.25	2-WS	Foreman Approved:

Drawing Number:	Job Number:
AK0419	99299

Traffic Management:	Road Speed:
Special Signage	NSL

Actual Road Width:	N/Am
Remaining Road Width:	N/Am
Total Length Of Site:	N/Am
Distance Of First Sign To First Cone:	N/Am
Width Of Obstruction Including Safety Zone:	N/Am

1.2m Max Taper Cone Spacings
9m Max Longitudinal Cone Spacings
1.2m Min Footway / Walkway To Be Maintained
0.5m Min Sideways Safety Zone
0.5m Min Longways Safety Zone
Measurements Will Be Subject To Survey

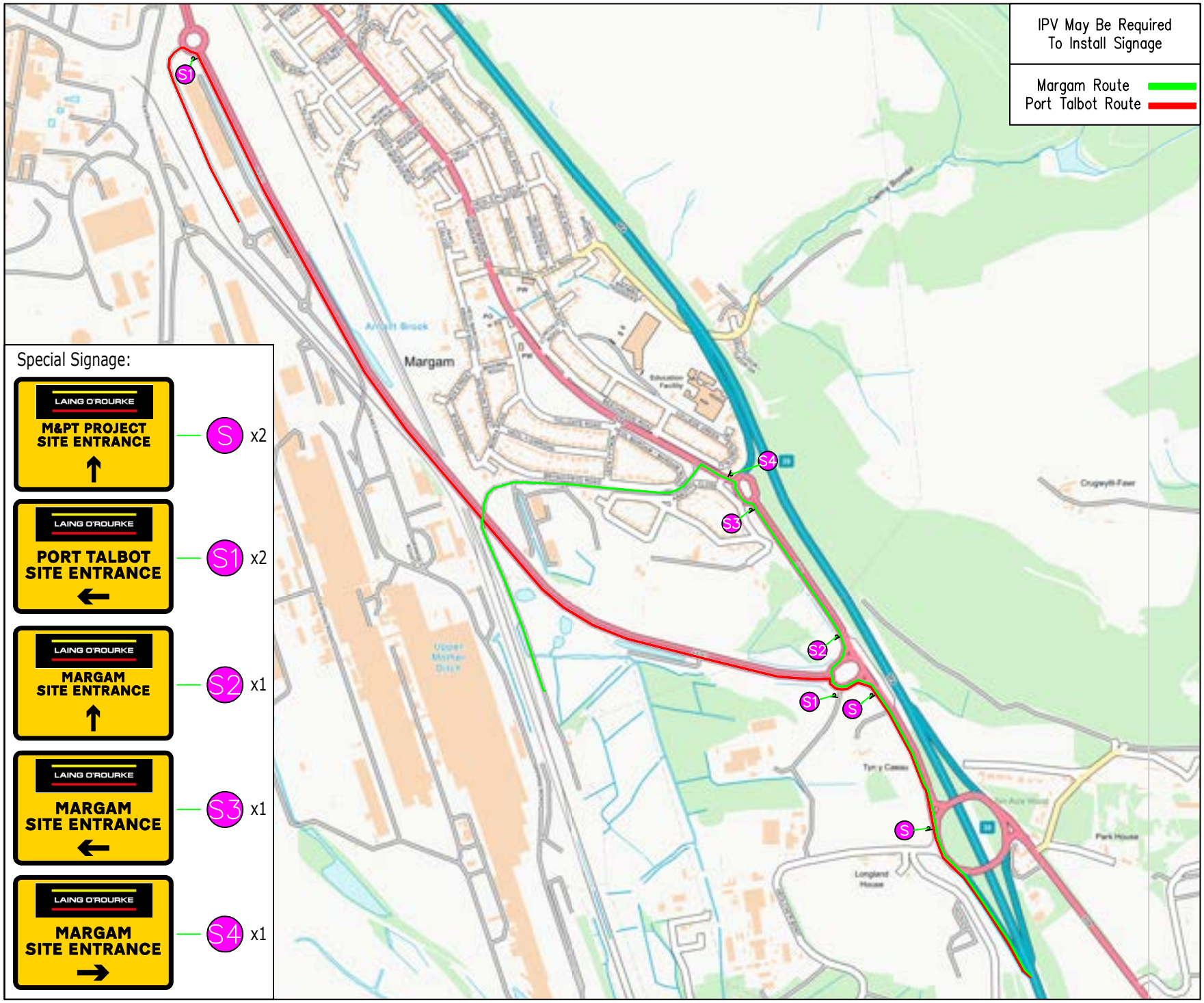
N

Key:

- Working Space
- Safety Zones
- Client Works
- Terraplas
- Trackway
- Spoil
- Pedestrian Walkway In The Road
- Pedestrian Barrier
- Traffic Barrier
- Traffic Cones
- Pedestrian Ramp
- Man On Site
- No Parking Cones
- Sign Face
- Traffic Signal
- Pedestrian Signal

All Traffic Management Will Comply With The Safety Of Streetworks And Road Works Code Of Practice

TM PLAN
NOT TO SCALE



Special Signage:

S x2

S1 x2

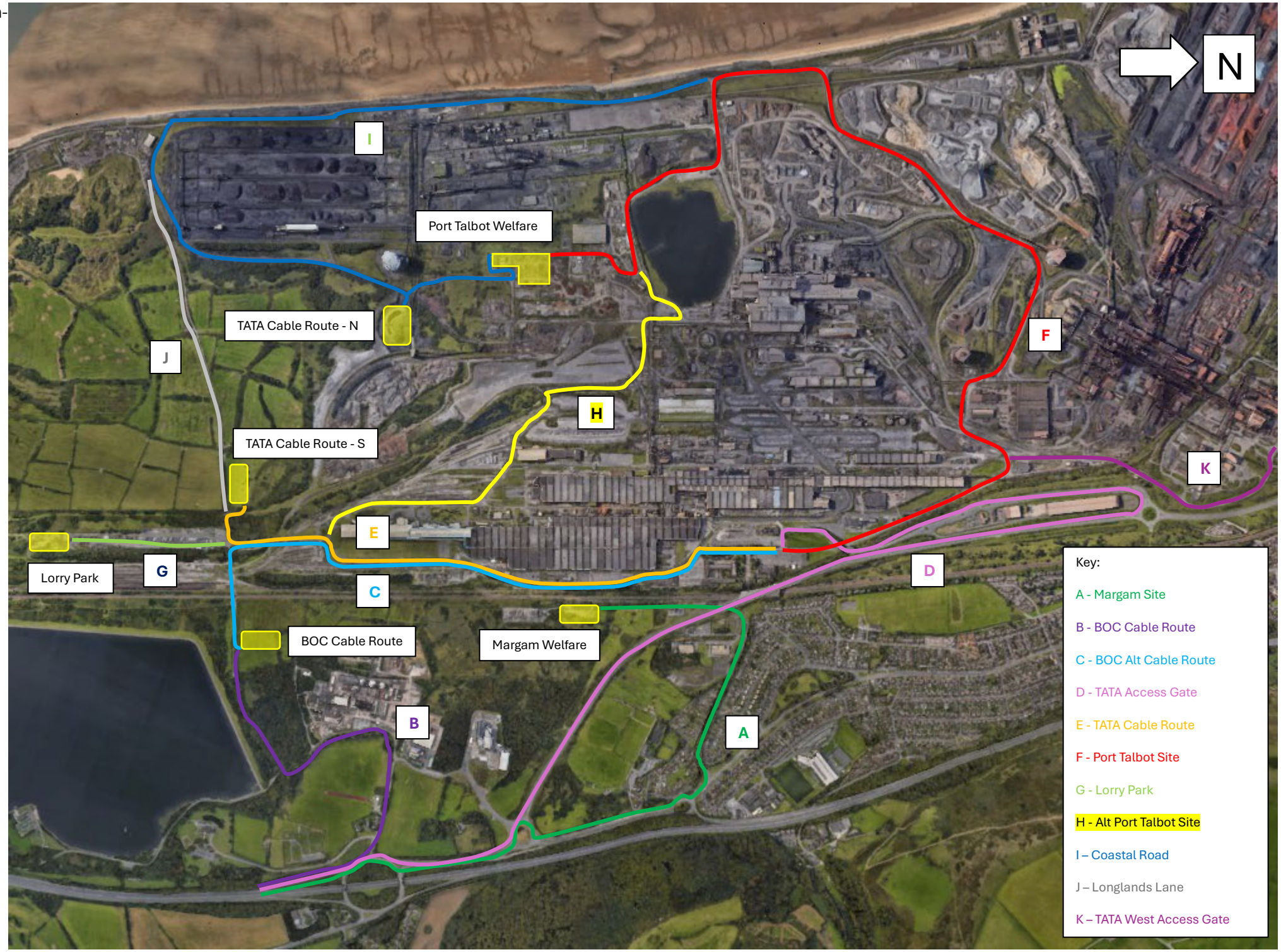
S2 x1

S3 x1

S4 x1

9 Appendix B – Logistics Routes

Non-


N
I
Port Talbot Welfare
TATA Cable Route - N
J
F
H
TATA Cable Route - S
K
E
Lorry Park
G
C
D
BOC Cable Route
Margam Welfare
B
A
Key:
A - Margam Site
B - BOC Cable Route
C - BOC Alt Cable Route
D - TATA Access Gate
E - TATA Cable Route
F - Port Talbot Site
G - Lorry Park
H - Alt Port Talbot Site
I – Coastal Road
J – Longlands Lane
K – TATA West Access Gate

Non-Business

Non-Business

N
BOC Cable Route
Key:
C – BOC Alt Cable Route

N
Key:
D – TATA Access Gate

N
Key:
E – TATA Cable Route

N
Key:
F – Port Talbot Site

N
Lorry Park
Key:
G – Lorry Park

N
Port Talbot Welfare
Key:
H – Alt Port Talbot Site

N
Port Talbot Welfare
TATA Cable Route - N
TATA Cable Route - S
Key:
I – Coastal Road

N
Port Talbot Welfare
TATA Cable Route - N
TATA Cable Route - S
Key:
J – Longmans Lane

Non-Business