Traffic Management Plan

Site Address	Broadmoss Drive, Charlestown	
Area Description	Grass land in-between Somerton Court and Kentmere Court	

Commencement Date	Feb 2018
Completion Date	Nov 2020
Project Duration	96 weeks
Review	Ongoing

Introduction

In order to meet the obligations in respect of CDM, and other Health and Safety legislation. It is necessary for Mears to set up afford a fully functional and compliant temporary site set up including

a. Welfare
b. Storage
c. Security
d. Parking
e. Traffic management
f. Pedestrian access

Mears will utilise the existing emergency access Broadmoss as site access and egress during the construction works. A robust segregation system will be implemented, maintained and monitored at all time.

To ensure the public do not encroach into the construction area perimeter fencing / hoarding will provide full segregation on all elevations.

The delivery, storage and distribution of materials will form part of this plan. In addition, a safety route plan along with fire escape route plan.

Vehicle Movements

Access is obtained to site from Broadmoss, which is also a road leading to Somerton Court, and access to the school via footpath, Vehicle movements may be restricted to 7.5 ton due to tenant parking and narrow roads.

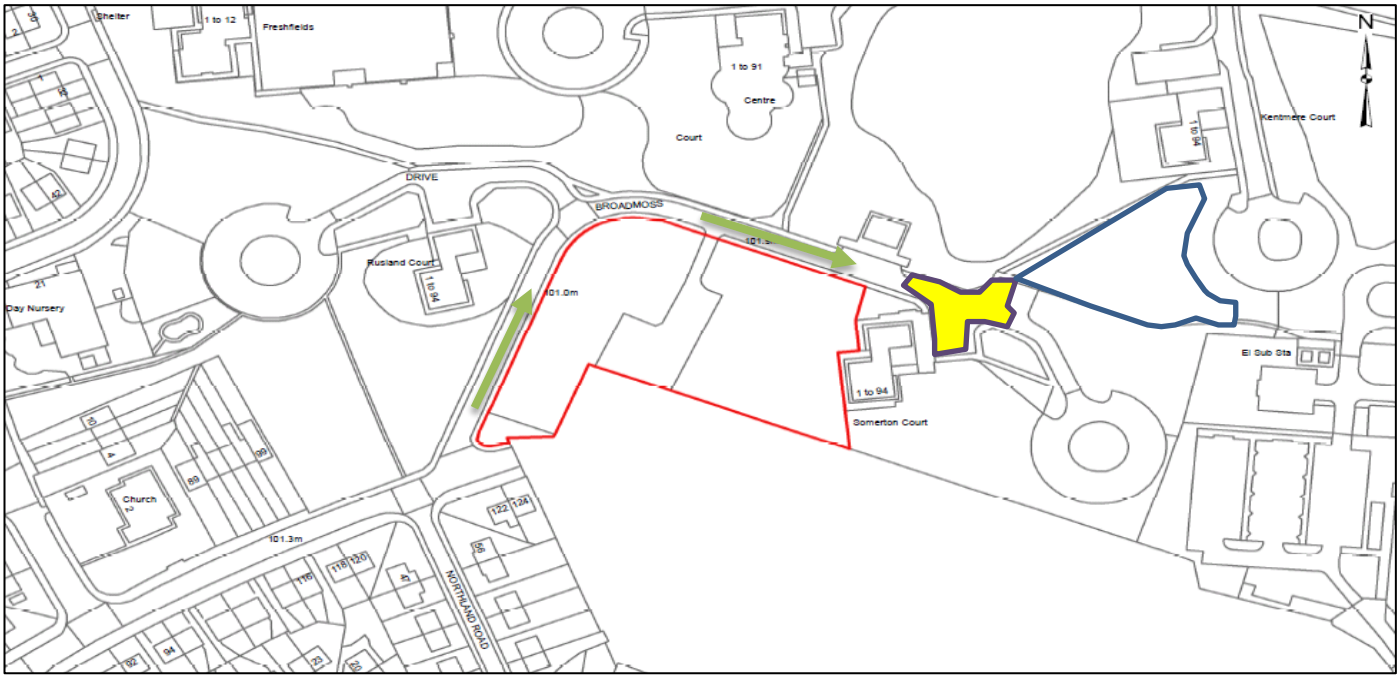
As the drivers turn into the property. There is a gate entrance at an angle across the plot. With public parking surrounding the area in around the entrance area. A public footpath runs down towards the school alongside the perimeter fence.

Plant is kept within the confines of the compound and contractor vehicles are parked adjacent to the gate and on the verges and car park opposite.

Due to the nature of the site larger vehicles will have no scope for turning around due to road design, parked cars and compound area.

IMSF029C04
Approach View

Site Plan Broadmoss Drive



Mears Compound	
Housing Construction Development not part of this project	
Resident/public parking	
Single Access Road	

Access road leading to compound



Continuation of access road to compound



Proposed site entrance



Opposite site entrance



Housing Construction Development not part of this project



Traffic Restriction – Size of Vehicle

Traffic Restrictions	Insert Details
Max Width Of Vehicle	6.6
Max Height Of Vehicle	N/A
Max Length Of Vehicle	27ft
Max Weight Of Vehicle	7.5

Protection of the Public (Visitors and Residents)

There is no through way for members of the public to any of the adjacent residential properties by vehicles. The site is surrounded by fencing on all elevations.

Entrance to the school is pedestrian access only parental parking is on the roadside with no through way, The area is used by students parking using the local academy.

Therefore the only foreseeable members of the public that would be adjacent to the site would be

a. Local residents / public in residential properties
b. Parent drop off at local school / school children walking to school
c. Unauthorised members of the public coming to see what is happening to site.
d. Authorised visitors.
e. Deliveries and contractors to site.
f. Trespassers.

Site Compound

As the project progresses other issues may be considered for the traffic management plan these may include the following

- New construction site planned for 2019
- Construction traffic routes to site.
- Noise
- Access / egress to and from site. Cleanliness of footpaths and roads.
- Vehicle and pedestrian segregation on site.
- Deliveries & Collections.
- Pollution from vehicle exhausts and dust from road users.
- Traffic management.
- Lifting operations adjacent to the public.
- Falling objects – requirements for sheeting, protected walkways, fans adjacent to roads and pedestrian routes.
- Site security guards.
- Site Lighting to access road.

- Stability and effectiveness of perimeter fencing and internal fencing.
- Signage.
- Excavations externally and internally to the site boundary which affects road users and pedestrians.
- Roads and street works.
- Storage of materials and plant.
- Operations at all levels in close proximity to public areas.
- Direction and supervision of visitors to site.
- Monitoring of public interfaces need to be identified by Site Management.

There must be full recognition that work near a public interface may need additional control mechanisms. Any shortcomings in measures provided to protect the public must be actioned immediately.

Rules for Drivers

All drivers on site are required to comply with relevant site worker rules and the following site safety rule

- All drivers must use the specific access route to the site, detailed in the subcontract documents.
- All drivers must comply with the “Traffic Management Controls” in place.
- All drivers must report to the site main gate and wait for instructions before proceeding on site.
- All drivers on site must wear safety helmets, hi-visibility jackets or vests, safety footwear, on site.
- Drivers must be briefed by project supervisor on any specific hazards associated with delivery.
- The site speed limit – 5 mph.
- Before reversing vehicles from site, the driver is to ensure that a traffic marshal assists in directing the driver.
- All vehicle/plant lights, warning lights and other warning devices must be fully operational.
- The sheeting or netting of loose loads must be carried out before leaving the site.

Removal of Controlled Waste from Site

The most common way of removal is by builder’s skip, usually hired from a contractor. Before allowing anyone to remove ‘controlled waste’ from site, the following documentation will be checked, copied and retained on site.

- The person or company carrying the waste offsite must be registered with the local Waste Regulatory Authority and be able to produce a copy of the registration document.
- Confirmations that the waste is being transferred to an authorised person, tip or transfer station.
- Details of the waste material have been passed onto the carrier via a Waste Transfer Note with a covering order.
- All site skips must be covered by the licensed carrier with netting or sheeting prior to removal from site
- Waste transfer notes to be signed by both site agent / driver and copy retained for PM.

Environmental Noise

The effects of construction site noise can affect the local environment by causing a nuisance to those who live or work in the vicinity of the development. Complaints to the local Environmental Health Office (EHO) are always investigated and may result in legal action or enforcement notice being issued on a particular site. This can be disruptive to the construction site and costly to the company.

The site hours of work are 08.00-17.00

No works which present excessive noise(s) will be operational outside of these hours.

No Noise Before:	08.00
No Noise After:	17.00

Any use of heavy plant or machinery will be strictly confined to these hours. Plant and machinery will not be operational during weekends so not to disrupt local residents on the development or neighbouring the development.

Signage

Any signage must be in accordance with the Department of Transport/ Highways Agency - Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations, Part 2: Operations.

The signs are to be positioned so appropriate action can be taken by either the road or footpath user before the hazard has been reached, also the signs should be clearly understandable and be easily noticed; they should be clean and well-maintained so that they are visible at all times.

Temporary barriers are to be used to isolate the working area if required and any machinery within the barriered area kept away from pedestrians using the public footpath.

When the project requires excavation in the street then the management plan will be adapted to reflect the changes in the traffic plan.

During the site normal working hours the barriers are to extend across the public footpath and form a safe working area, outside of the site hours they are to be returned to their normal position and form a barrier across the front of the property being worked on. This will allow the footpath to be opened again overnight and also for the whole weekend.

Visibility & Reversing Vehicles

To ensure that both pedestrians and other road users are aware of vehicle movements around the working area, all moveable plant on site is be fitted with working flashing indicators which will remain in operation whilst the machine is in use.

Whilst moving around the site, there should be enough visibility at junctions and bends to allow both the drivers and pedestrians to see anything that might be dangerous.

The entrance road is narrow and vehicles that have driven straight in need to be revered out. A traffic marshal is to be used to assist driver in negotiating the reverse and turning manoeuvre.

Vehicles will be stopped if any pedestrian or other road user encroaches on the movement. Note: Driver and traffic marshal must discuss this evolution prior to movement to ensure signals and positions are known by both persons.

Speed

Speed limit for all vehicles on site and access road – **5mph in compound, 20mph on per area limit**

General Housekeeping

Any spoil / mud from the wheels will be cleaned immediately to prevent the public highway becoming too contaminated, it may be necessary to clean sweep the roads.

Vehicle Safety

Vehicles should have seats and seat belts (or other restraints where necessary) that are safe and comfortable. Where appropriate, vehicles should have protection for drivers if they overturn, or against being hit by falling objects, including roll protection and restraints where necessary. Dangerous vehicle parts, such as power take-off, chain drives, exposed hot exhaust pipes, should have guards fitted.

Vehicles on site must be appropriate and suitable for any loads which need to be carried, and there must be well-placed anchor points that are strong enough to allow the load to be properly secured. Loads should only be secured to proper designated anchorage points of the vehicle. The guide Department of Transport *Safety of loads on vehicles: Code of Practice* gives detailed advice about vehicles carrying loads on the public highway and much of the advice can be applied to securing loads on workplace vehicles.

Driver Competence

All drivers / operatives of the plant being operated on site at any one time should be capable of operating the vehicle and the related safety equipment in a safe and sensible manner; they should also have received the appropriate instruction and training from an accredited and approved training organisation.

The Project Manager will never allow anyone who is unfit through drink or drugs to drive any vehicle and will have that person removed from site immediately.

If the Project Manager suspects that the machine is being operated by an individual who is unsuitable or not trained on that piece of equipment, then the operative will be required to prove his competence by producing the relevant training certificates.

Vehicle Maintenance

The plant driver / operator will be required to undertake planned daily inspections which form an important part of the vehicle maintenance regime and can range from a basic safety check before using the vehicle (such as checking that the tyres are properly inflated), to regular maintenance inspections carried out based on time or mileage.

Preventive maintenance is also needed to help avoid any mechanical failure(s) during the daily use of the machine; the maintenance should be thorough, regular and frequent enough to meet the manufacturer's guidance. Special attention needs to be paid to the following areas of the machine

This is the responsibility of the plant user / owner

- The braking system
- The steering system
- Tyres/ tracks
- Mirrors
- Windscreen washers and wipers
- Any warning devices
- Specific safety systems
- Racking, securing points for ropes
- Any hydraulic or pneumatic systems

Vehicle Parking

If a vehicle is to be parked for any reason and the operative has to leave the cab / driving position then they are to ensure that the vehicle is securely braked, the engine has been stopped, the starter key has also been removed, and any mounted equipment lowered to the ground.

The driver / operator must remember the following: -

- Brakes on
- Engine off
- Key out
- Equipment safe
- Locked if left on public highway or at the end of the day
- Plant window protector covers to be placed and secured over windows if fitted

Parking Area	Site Compound, surrounding public highway

Plant Parking Area	Site Compound

Deliveries

All material bulk deliveries are to be delivered directly to the site compound; the loads will be broken down into smaller loads and then transported to the individual designated areas within the site by a safe method.

Deliveries to the site compound are to be within.

No Deliveries Before:	9.00
No Deliveries After:	14.30

If tipping bulk materials within the compound area, the driver of the delivery lorry is to ensure the following: -

- The tailgate is safe
- It should be released and secured / removed completely before tipping
- If the load discharges through an opening or chute, the tailgate latch needs to be strong enough not to be damaged by the full impact of the load when it is tipped

- Check that the load will discharge smoothly and safely and that it will not jam
- Never allow anyone to stand or walk immediately behind the vehicle when the body is raised

- When raising or lowering the body, the driver should never leave the vehicle and should ensure that the cab doors are closed
- Drivers should be sufficiently experienced to anticipate loads sticking: -
- The vehicle should never be driven to shake free a stuck load. Lower the body and free the remaining load before raising the body again
- No one should climb onto a raised vehicle to clear a stuck load
- Aids such as mechanical 'vibratory discharge systems' can help to clear any stuck loads
- The driver should always ensure that the body is completely empty after tipping, the driver should not drive more than a few metres forward to ensure the load is clear, and should only do this after checking that the load is at the bottom of the tipping body.

Prior to leaving the site compound area, the driver of any tipping lorry should ensure that the body has been fully lowered and the tailgate secured.

During the unloading operation no-one else apart from the driver / operator is to be within the vicinity of the lorry. At the end of the unloading process, all drop-sides and the tailgate are to be returned to the up-right position and secured ready for the road together with the articulating arm. At the end of the delivery process, the lorry is to leave the site by the designated route already identified.

Traffic Plan – Risk Assessment

Hazard (Something with the potential to cause harm)	Hazard Cause (How will the hazard be realised)	Who Can Be Harmed Employee = E Contractor = C Visitor = V Public = P	Risk Level	Existing Control Measures
Pedestrian Impact	Driving vehicle / plant into a pedestrian	P V C E	L	Site is directly off of the main road. Drivers are to obey the traffic act and local speed limits. Speed limit on approach to site 5mph
				Site have restrictions of material delivery so that it does not coincide with school drop off / pick up times.
				Do not turn into site if pedestrians are passing in front of the access gate or crossing the road.
Construction worker	Driving vehicle / plant into a construction op	E C	L	All contractors to keep clear of all plant when operated on site.
				Dedicated walkways to be constructed once demolition phase has been completed..
				Brief Traffic plan and routes at induction
				Pedestrian access to site is through the gate and via signing in at welfare office.
Pedestrian Slip Trip	Obstructions and condition of pathways	P V	M	Ensure that external areas of the site where pedestrians use are kept clear of all material and construction equipment.
				Contractor parking to not restrict pedestrian access.
Unauthorised access	Public / Children getting on site	P V	L	Place signage
				Lock all gates when no one on site
				Discuss with school restrictions to site
				Organise Considerate contractor involvement at school
Vehicle Impact	Driving into site from highway	P E C V	H	Drivers of vehicles are to ensure that no vehicle is travelling in the opposite direction when they turn into or out of the site on to public highway.
				Indicate to turn in plenty of time to warn other drivers.
Skidding	Ground conditions	V	M	Roadway to be kept clean and mud free
Impact with public parked cars	Number of vehicles in car park	Property	H	Note: Parked cars on the access road to the school result in usually congested roads at school drop off and pick up times.
				PM to monitor the parking by the contractors and discuss with drivers if they park in unauthorised areas.
Impact with pedestrians / parked cars	Reversing of plant / vehicles	P V E C	M	If reversing from the site, the PM should supply a traffic marshal to monitor clearance of vehicle reversing and to signal the driver if they are encroaching to close to an obstruction.
				Traffic marshal to monitor any pedestrians and either ask them to wait whilst manoeuvring, or stop reversing vehicle until area clear.
				Traffic marshal not to be in a position directly in the path of the vehicle in case of sudden movement
				Traffic marshal to wear Hi vis
Environmental Impact	CO emissions exhaust fumes	Envir	L	Provide all contractors with information on access to location by public transport

				Vehicle share as required
				Deliveries of materials to be grouped together if possible