



SUNLIGHT HOUSE TRAFFIC MANAGEMENT

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1. VEHICLE ACCESS AND EGRESS

1.1 VEHICLE ACCESS:

This Construction Phase Traffic Management Plan (TMP) has been produced to comply with the requirements of the Construction Design and Management (CDM) Regulations and describes the arrangements put in place by MYCO Ltd as Principal Contractor to ensure the suitable and effective management of the health, safety and welfare aspects of the Sunlight House, Manchester. It also describes the sequence and methodology to be employed during the execution of the works package(s) as described in the contract documentation provided.

The traffic management plan is to consider at Project Mobilisation stage, the arrangements to be set in place for the management of pedestrians and mobile plant/vehicles throughout the duration of the project.

Adequate consideration has been given at an early stage to prevent pedestrian and traffic management issues from developing and ensure safe vehicular and pedestrian access/egress.

All vehicles en-route to site will approach site via the entrance on Little Quay Street where the traffic Marshal will direct the vehicle to the parking location ready for unloading.

The procedure thereafter is to be as follows:

- (i) A member of MYCO staff will discuss and explain the Traffic Management Plan to the driver of the vehicle, ensuring that he is aware of the traffic routes.
- (ii) Contact will then be made with the relevant sub-contractor on site via phone, advising them of the delivery.
- (iv) A member of MYCO staff will determine availability of space around the site area and allow/disallow the vehicle to approach the site area.

The route to site is as shown below:



1.2 VEHICLE EGRESS:

Having loaded or unloaded the vehicle, the following procedure will apply:

- (i) The driver will ensure that the load is secure. This would be achieved using ropes, straps, netting or canvas tarpaulins.
- (ii) Traffic Marshal will check the area is safe and direct any further vehicles past the delivery vehicle until it is safe to set off.

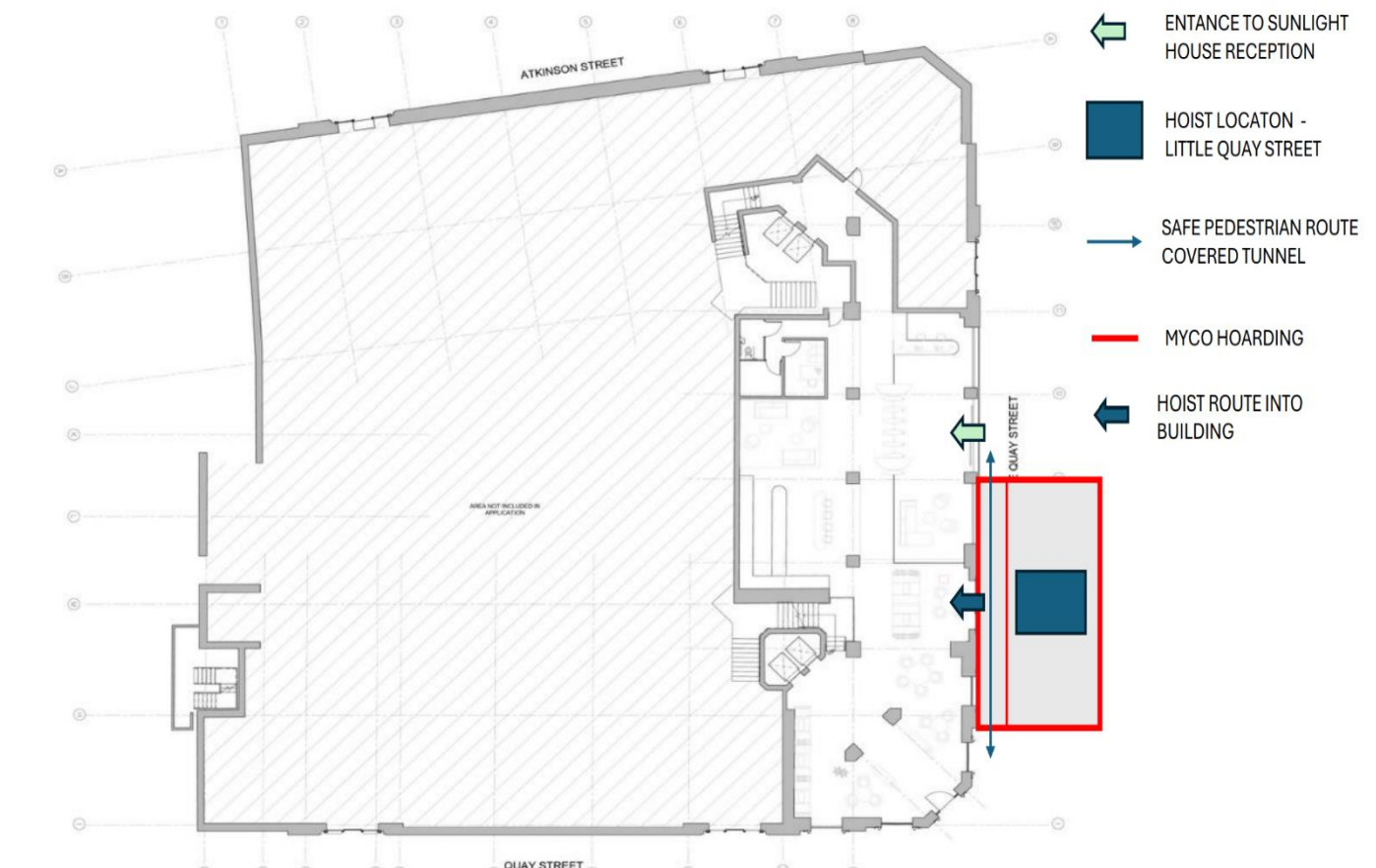
1.3 Rules:

- (i) All vehicles delivering to site are to be regularly maintained vehicles.
- (ii) Obey **all** Safety and Traffic signage.
- (iii) Beware of pedestrians and site operatives at all times.
- (iv) Be considerate and polite to all road users and pedestrians.
- (v) Sub-Contractors are at all times to ensure that their Banksman accompanies moving vehicles.

2. PEDESTRIAN AND VEHICLE CONTROLS

The following measures will be put in place in order to protect pedestrians from construction vehicle traffic:-

- (i) Signage and chapter 8 fencing will be in place to keep vehicles separate from pedestrians. The impact on vehicle traffic will be minimal and co-ordinated by MYCO staff and well signposted.

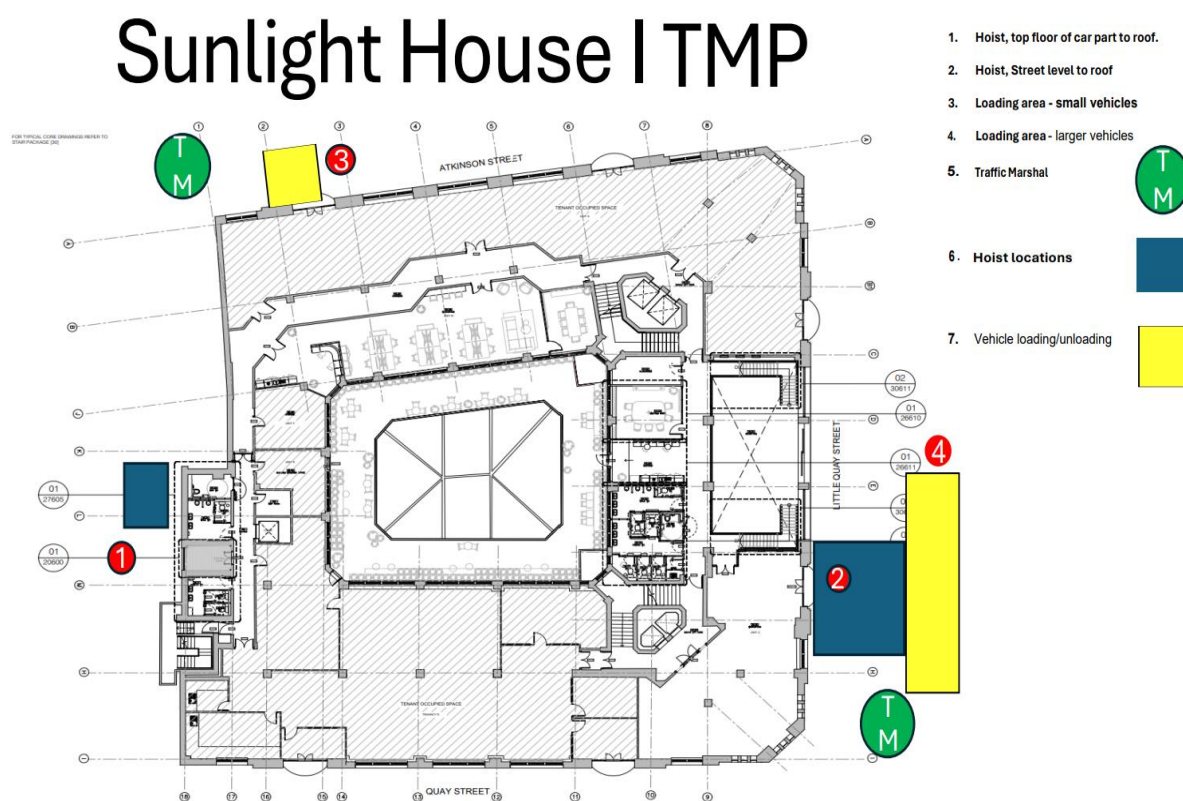


3. VEHICLE LOADING, SECURING LOADS & VEHICLE UNLOADING

All vehicles delivering and removing materials from site will do so as per the traffic management plan.

A fully qualified slinger signaller will be on duty for all deliveries to ensure the traffic management is adhered to and all loads are loaded and unloaded in a safe and concise manner previously agreed.

Loading and unloading will be via Atkinson street with a second location for loading and unloading on Little Quay Street.



3.1 Vehicle loading

Loading of vehicles will be via forklifts, crane, hiabs, loading lorries or crane. All methods will be detailed in a Method Statement.

3.2 Securing loads

All vehicles are to be checked prior to leaving the construction area in order to confirm the security of all loads. If and when necessary, loads will be secured using ropes, straps, netting or tarpaulins.

3.3 Vehicle unloading

Methods of unloading will be via forklift, crane, hiab, are to be covered in the Method Statements with a competent person, plant authorisation, vehicle certificate, valid holder of certificate, to be issued to MYCO prior to any lifting takes place.

4. VEHICLE MOVEMENT

A Banksman will, at all times, accompany all construction vehicles moving around the site area. They will guide every vehicle until such time the vehicles are leaving the site.

5. SIGNAGE

Direction signage will be affixed to the hoarding to direct pedestrians to the tunnel and away from the roadside.

6. LIGHTING

Lighting will be installed to the outer perimeter of the hoarding and to the inside of the pedestrian tunnel to ensure it is well illuminated.

7. DISTRIBUTION

This plan will be issued to the following:

- (i) All contractors – Initial Package @ Pre Start Health & Safety Workshop
- (ii) All supply chain partners
- (iii) Principle Designer
- (iv) Local authority (Manchester City Council) Highways department.