

Traffic Management Plan

Mill Lane Gedney hill

1.0 Introduction

- 1.1 This Traffic Management Plan (TMP) relates to the project being undertaken at Mill Lane Gedney Hill PE12 0PW
- 1.2 The site is bounded by. Arable farmland lays immediately to the West and South.
- 1.3 Vehicle Access - Access to site will be off Mill Lane via the main site access gates controlled RK Wilson operatives. Delivery vehicles will then be advised by the banksmen.
- 1.4 Pedestrian Access – Access to the site office / welfare accommodation will be via the pedestrian gate with suitable signage sited alongside the main gates. A segregated walkway will be formed using Heras fencing on the traffic side of the pathway and a crowd barrier on the other side. All gates will be locked shut outside of working hours
- 1.5 The project consists of the construction of 8no domestic dwellings, to be of traditional construction; brick and block walls, timber truss roof etc, off strip foundations. Installation of/connection to services. Hard and soft landscaping.
- 1.6 RK Wilson, as the Principal Contractor has a duty of care to third parties and their employees and sub-contractors to ensure that traffic and plant movements are adequately controlled on site.
- 1.7 This TMP deals with the Site as a Construction Project, with generic references made to required control measures as the work progresses.
- 1.8 As the project progresses the TMP will need to be added to and amended / modified by the Site Manager indicating specific control measures.

2.0 Hazards and Risks

- 2.1 The main identified hazards and risks are:
 - Site personnel encountering site plant and delivery vehicles, vehicles carrying materials, equipment etc.
 - Visitors to site encountering site plant and delivery vehicles
 - Plant undertaking Construction and reversing operations pose the greatest risk to personnel in the immediate vicinity.

3.0 General Control Measures

- 3.1 Avoid site and delivery vehicles coming into contact with site operatives, private vehicles and pedestrians by the following means:
 - Pedestrian routes should be segregated so far as reasonably practicable by using suitable barriers (either crowd control barriers or Heras fencing), or as a minimum, metal road pins and plastic orange netting as a visible barrier.
 - Zone off areas by excluding vehicles and making them pedestrian only zones. Alternatively, restricted access should be maintained by the use of cones.
 - Exclude pedestrians from areas where plant is operating or where delivery vehicles are being off-loaded.
 - Where above controls are not reasonable, vehicles should be segregated from pedestrians by barriers such as Heras fencing or proprietary crowd barriers etc.
 - Avoid crossing traffic flows wherever possible by diverting site traffic routes away from pedestrian areas
- 3.2 Unloading and loading of vehicles should be controlled by a signaller (banksman).
- 3.3 Delivery companies should be given advance notice of routes to follow or avoid, including unloading and loading arrangements.

- 3.4 If unloading / loading takes place over a pavement, ensure a safe passage is given to pedestrians. The vehicle may require cones around it to prevent other vehicles encountering it.
- 3.5 Avoid reversing vehicles by:
- Implementing one-way circuits wherever it is reasonably practicable to do so.
 - Use drive-in / drive-out unloading bays or arisings-away operations
- 3.6 Where reversing is unavoidable, a signaler should be used to control the operation. Reversing beacons or sirens should be fitted to all site mobile plant and delivery vehicles to give warning. Reversing areas must be adequately signed. When mobile plant is hired in, this should be specified to the hire company. Another option is use of CCTV cameras fitted to excavators.
- 3.7 A suitable site speed limit of 10 mph must be enforced by using adequate signage and monitoring by site management.
- 3.8 Where problems arise with speeding, adequate signage and plant operators being reminded via induction training and toolbox talks are deemed to be acceptable control measures. Disciplinary procedures should be implemented for constant offenders.
- 3.9 Mobile plant should be fitted with warning lights. When moving they should be switched on to give warning to site operatives, visitors and occupants.
- 3.10 Waste carriers / delivery drivers should be informed via their Order Notes and site signage, that hazard lights should be switched on whilst travelling around site and that reversing is prohibited unless they have a signaler / banksman to guide them back.
- 3.11 Delivery companies / skip companies should also be informed via the Project Buyer that drivers are not allowed to bring their children on to site in the cabs of vehicles. This is a particular problem at weekends and school holiday periods.
- 3.12 Mobile plant must not be left running unattended. They should have keys removed. This is to third parties from unauthorized use or 'joy-riding' on the plant.
- 4.0 Site Specific Traffic Management Controls**
- 4.1 Reference should be made to the site plan (this will be developed after the site is set up), which will indicate, traffic flows and directional routes, pedestrian routes, and specific pedestrian crossing points and designated reversing areas.
- 4.2 The pedestrian routes around corners and approaching pedestrian crossings should be segregated from site transport and delivery vehicles by using proprietary 'crowd barriers'. They should be situated so that the base support 'right angle' is positioned on the road away from pedestrians to avoid the risk of pedestrians tripping over it.
- 4.3 A temporary footpath should be installed for contractors, from the site entrance to the compound area.
- 4.4 Crowd barriers, or similar should be placed adjacent and either side of pedestrian crossings to afford extra protection.
- 4.5 The barriers must be adequately interlocked or clamped (depending on the type procured) to ensure that the protection they provide is consistent.
- 4.6 Pedestrian routes must have adequate signage to indicate their use i.e. 'Pedestrian Route'. The signs must indicate both pictorial and written instructions.
- 4.7 Signs to be installed to indicate reversing areas and contractor parking areas.
- 4.8 Signage to be installed to indicate where loading and un-loading is to take place. The Site Manager will need to decide on these areas, mark them on the Plan and display the appropriate signs in those areas.
- 4.9 Where there are designated pedestrian crossing points (to be indicated on plan), these must be signed accordingly, warning pedestrians of the risk of site vehicles. Signage

must also be positioned on the road to warn plant and delivery drivers of the presence of the pedestrian crossing point. There must be clear and un-obstructed vision for both pedestrians and plant / vehicle drivers at the crossing point.

- 4.10** Site speed limit signs should be positioned at high-risk areas, namely prior to pedestrian crossing points and adjacent to occupied premises (when applicable).