Traffic Management Plan

London Road, Long Sutton

1.0 Introduction

1.1 This Traffic Management Plan (TMP) relates to the project being undertaken at the land to the rear of London Road, Long Sutton.

1.2 The site is located in Long Sutton, approximately 10 miles east of Spalding, and 11 miles west of Kings Lynn. Due to the proximity of the existing residential premises (approximately 37 domestic dwellings within a 300ft radius of the site), noise and dust emissions will be kept to an absolute minimum. This will be achieved through utilising various control measures as appropriate, water suppression, acoustic barriers, use of modern well-maintained equipment and the restriction of noisy work activities to specific times etc. Access to the site will be via London Road, through the previous development directly north of the site, direct access will be via the entrance between dwellings 100 & 98a. Every effort will be made not to disrupt those entering or leaving the properties within the previous development. Contractors will be able to park on site.

1.3 Work consists of the development of 5no 2 storey dwellings, a mix of 3 & 2 bed residences, works to include associated installation of drainage and services runs.

1.4 RK Wilson Builders Ltd, 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.

1.5 This TMP deals with the Site as a Construction Project, with generic references made to required control measures as the work progresses.

1.6 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 coming into contact with site plant and delivery vehicles, vehicles carrying materials, equipment etc.
- Visitors to site coming into contact with 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 herras 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 herras 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 coming into contact with 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 signaller 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 signaller / 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 unauthorised 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).

4.11 Signage to be installed just inside main entrance informing drivers to park vehicles and report to the RK Wilson Site Manager. The sign should include the instruction that no reversing activity is to be undertaken unless being guided by a Signaller.

5.0 Further Recommended Control Measures

5.1 As site work progresses, the pedestrian segregation fencing will need to be moved accordingly. This should be decided upon on the basis of risk and discussed within the regular site meetings.

5.2 When planning the handover of areas to the Client, this should be done in such a manner that the whole area is completed at the same time and becomes a no-go area for plant, delivery vehicles and skip lorries. Implementing the hierarchy of risk control, namely eliminate the risk altogether by good planning as opposed to managing an existing risk by the use of barriers and signage etc.

5.3 The Traffic Management Plan will be communicated to all site operatives by the Site Agent, who will ensure it is enforced.

5.4 The Traffic Management Plan should be reviewed on a weekly basis to update the Plan as required as the work progresses.

5.5 This Traffic Management Plan must be communicated to all relevant personnel on site, and a copy should be retained within the Construction Phase Health and Safety Plan as an Appendix. A copy of the site layout plan should be displayed on the site notice board within the office and / or canteen and used in the Site Safety Inductions and Toolbox Talks processes.

6.0 Legislation and References

6.1 The Health and Safety at Work etc. Act 1974

- Section 2: Duties of Employers to Employees
- Section 3: Duties of Employers to non-employees
- Section 7: Duties of Employees (acts and omissions)

6.2 The Management of Health and Safety at Work Regulations 1999

- Regulation 3 – Risk Assessment

6.3 The Construction (Design and Management) Regulations 2015

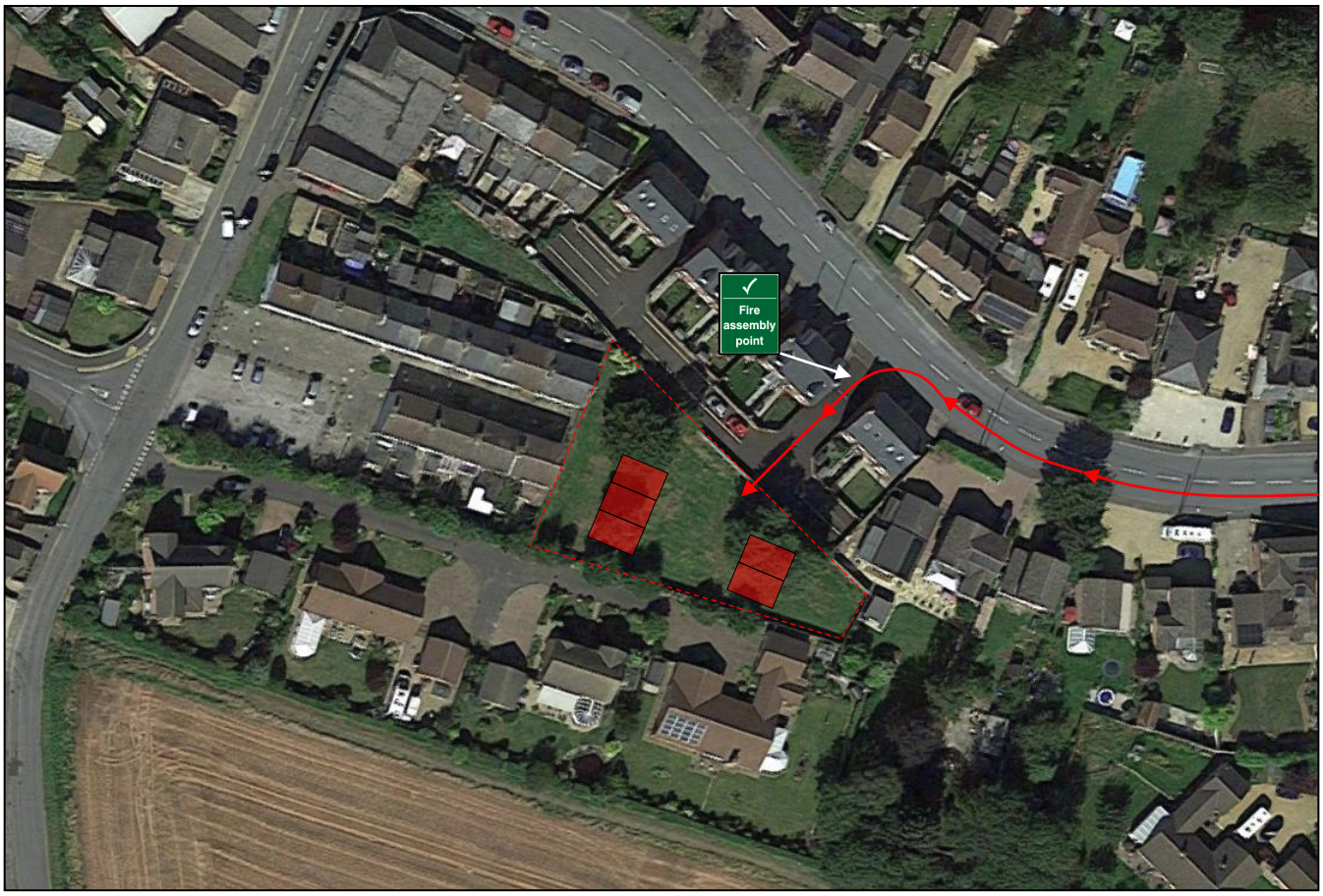
- Regulation 13 – Requirements on and Powers of Principal Contractor.
- Regulation 27 Traffic Routes
- Regulation 28 Vehicles

6.4 The Provision and Use of Work Equipment Regulations 1998 (as amended)

- Regulation 24 – Warnings.

6.5 The Health and Safety (Safety Signs and Signals) Regulations 1996

HSG 151 – Protecting the Public – Your Next Move
HSG 150 – Health and Safety in Construction
HSG 144 – The Safe Use of Vehicles on Construction Sites



Work Area

Traffic Route

Fire Assembly Point

