

Traffic Management Plan Main Road Quadring

This traffic management plan has been produced to highlight and identify the loading and unloading, traffic management systems and processes that are to be put into place for the Main Road Quadring Development.

The development (identified within the red boundary lines) will take the form of development of 19 dwellings, associated hard standing, smaller onsite buildings landscaping and pond.

This development is accessed via the Main Road entrance, is situated in a village location with domestic properties in close proximity. A traffic management plan is needed to allow for the safe and efficient development of the site, the safeguarding of the public and others passing or visiting the site.

The following traffic management systems will be put into place and laid out as per diagram:

1. Chapter 8 signage - Caution site entrance signs – 450mm x 600mm displayed on hoarding near to the site entrance and within the verge on quick fit signage anchored with sand bags
2. All deliveries to the site and all muck away movements are to be carried out only during the following hours 09.30hrs – 16.00hrs Monday to Friday to avoid peak times.
3. All construction traffic will be routed via Main Road.
4. All forms of vehicle may visit the site including two axle rigid body lorries, articulated lorries and 3 axle rigid body lorries will be used for delivery and removal of materials and other articles. Smaller vehicles will also be used where appropriate.
5. A specific loading and unloading area will be developed in the site compound on site (blue square)
6. Mailshot and ongoing communications with local residents via letter and through public meetings where appropriate
7. Meetings and educational visits to the adjacent school as agreed to discuss the development and its risks (as required)
8. Main Road Quadring and any affected road will be cleaned using road sweeper as required.
9. The Site Manager will inspect the above points 1-7 and ensure that they utilized and fit for purpose and where not amend to improve
10. The site induction will have the above details 1-7 in place and be briefed out to all site staff and contractors
11. Site inspections will take place that will report on the effectiveness and compliance of the traffic management plan. This will be reported through to the SMT of Hilljet Construction

There may be other systems and process that may come to light during the development which will be added to the traffic management plan.



The site will be fully fenced with gates 15m from the front boundary Main Road entrance.

Contractors and staff will be able to park onsite as stated

The local roads will be swept within an agreed time frame as and when reasonably requested by any officer of the highway authority

The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the highway authority.

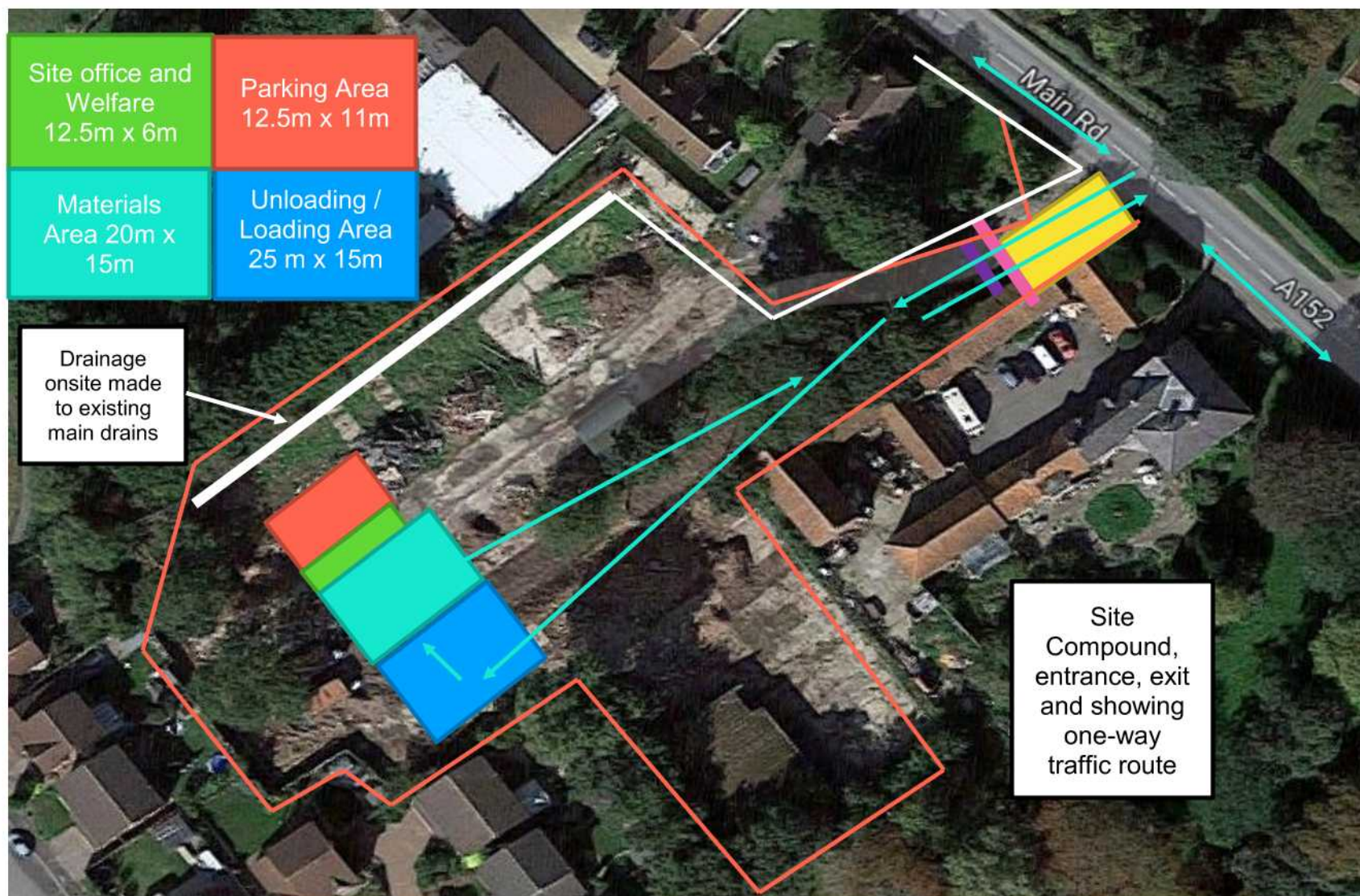
A one way system through the site compound will be put into place for vehicle safety

A wheel wash will be situated prior to exit inside of the site. Slurry will be dealt with onsite into a disposal system

Site roads will be made and then topped to reduce dusts and muck travelling from site

It is recognised that construction traffic does occasionally damage the adopted public highway. Such damage will be repaired in a timely manner at no expense to the Highway Authority.

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650mm x 400mm

Chapter 8 signage - Caution site entrance signs – 450mm x 600mm displayed on hoarding near to the site entrance and in the verge anchored with sand bags

Parking area: 6 x 2.5m x 5m with 6m turning area

The development will be undertaken and completed in one single phase.

Information for this TMP provided by Hilljet Construction.

Produced by Stephen Smith. CMIOSH

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