Construction Traffic Management Plan

Project: Baldock Motorway Service area Car Par Extension Works

Contract No: 00955

HIGHWAYS & BRIDGES
RAIL
RIVER & MARINE
ENVIRONMENTAL
UTILITIES & ENERGY

THINK SAFE
WORK SAFE
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Construction Traffic Management Plan

Contents Amendment Record

This plan has been issued and amended as follows:-

Issue	Revision	Description	Date	Signed
1	0	CTMP	10/4/18	S lambert

Construction Traffic Management Plan

INDEX OF CONTENTS

1. Introduction
2. Scope of Works
3. Access to the works areas
4. Route from Nearest major road
5. Site transport rules
6. Delivery Procedures
7. HGV Movements
8. Review

Appendices

Appendix 1 Phasing Plan
Appendix 2 Construction Phase Plan

Construction Traffic Management Plan

1. INTRODUCTION

The aim of this document is to ensure construction deliveries for proposed car park extension at Baldock services are effectively managed to ensure the safety of the highway and residential area surrounding the works.

The information contained within this Construction Traffic Management Plan has been prepared by Breheny Civil Engineering Ltd (herein 'BCE') to meet the duties placed upon them by Extra MAS Baldock Ltd (the 'Applicant') to ensure safe and secure implementation of the Scheme with the minimum possible environmental impacts.

The Deliveries Management Plan provides the management framework required for the planning and implementation of the Scheme in Baldock. It is a necessary document to discharge Planning Conditions.

Its purpose is to demonstrate how generic and detailed site specific controls will be managed to avoid, minimize or mitigate the potential risk of adverse impacts of construction on the highway and residential environment.

The document describes the checking, monitoring and audit processes that will be implemented to ensure works are being undertaken in accordance with these requirements, together with measures to enable appropriate corrective actions or mitigation measures to be taken.

The Deliveries Management Plan forms part of the overall project management during the construction and as such, activities described will be integrated with other Quality, Sustainability and Health and Safety Management processes set up by BCE. It is a live document that will be regularly updated, subject to environmental audits, to enable construction activities to be satisfactorily managed and mitigated.

Although the Construction Traffic Management Plan is a stand-alone document, it will be supported by a range of associated documents likely to be required by planning conditions or existing agreements with regulatory authorities.

2. SCOPE OF WORKS

The works consist of Construction of 114 new car parking spaces, Construction of 4 caravan spaces, and Construction of 190 m of 6m wide access roads. Widening of the existing car park entrance and exit roads. Construction of 3 new 4.0m x 12.0m coach parking bays. Construction of 800m of new surface water drainage pipes, 3 No manholes, an Oil interceptor and an outfall. Construction of 3 land drains and outfalls with a combined length of 120m. Removal and replacement of the top 40mm of 500m2 of car park access roads. New white lining and signing and removal of some existing white lining. CCTV survey of existing pipework under the areas receiving new surfaces and undertake repairs if necessary. Installation of street lighting columns. Relocation of existing external equipment. Installation of new road signs and fencing. Removal of surplus excavated material off site.

Compound

The potential location of construction compound are shown in the Construction Phase Plan and works phasing plans.

We are proposing to have one main compound for the entire project located within the works areas agreed with Extra MAS Baldock Limited.

Vehicles and pedestrian routes will be segregated and parking will only be permitted in allocated areas.

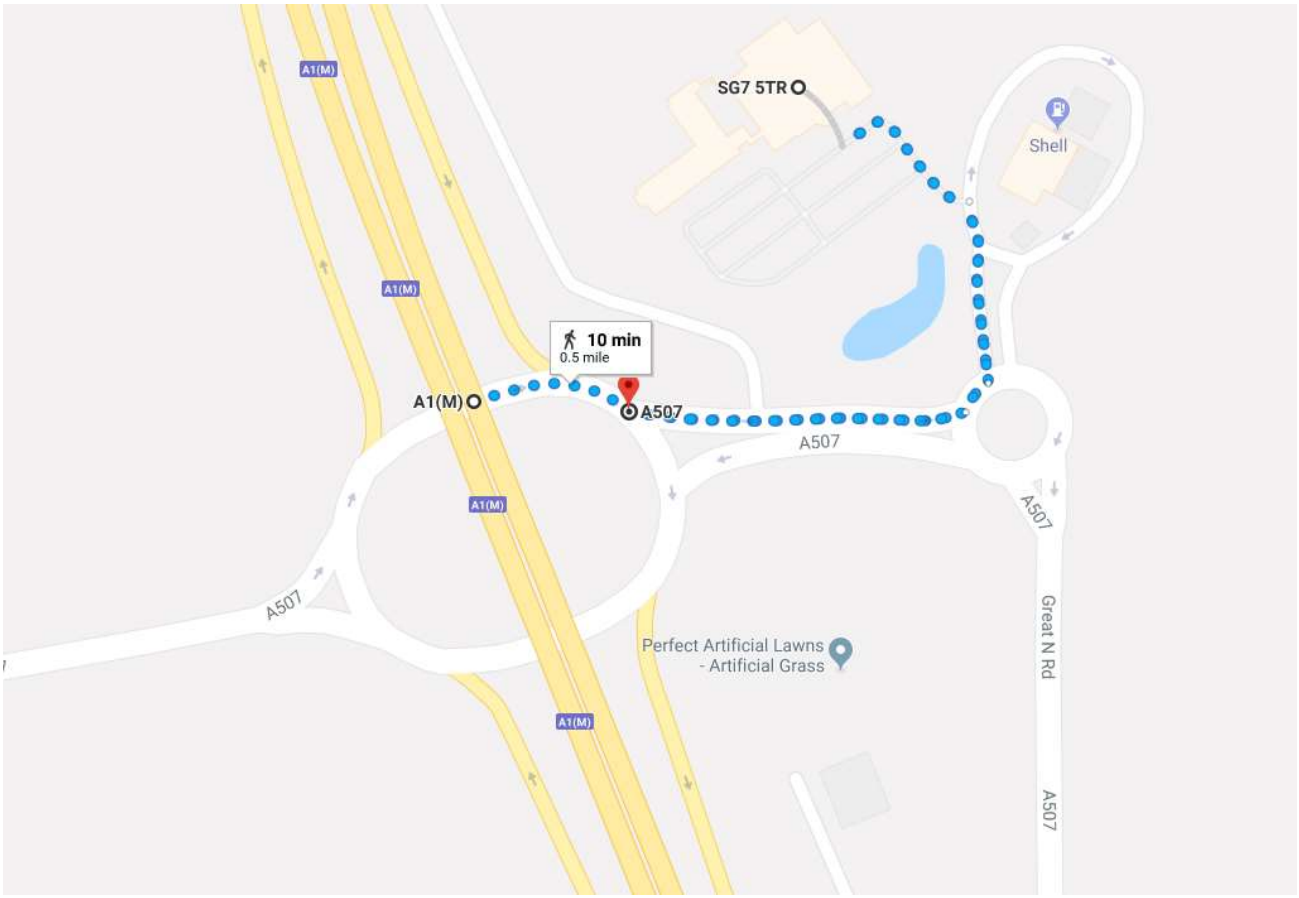
Appropriate advance warning signs, and Chapter 8 traffic controls if necessary, will be installed on the highway in the vicinity of the compound access point.

We will ensure that unauthorised access to the site, particularly by children due to the proximity of existing residential areas, is prevented for the duration of the works. We will refer to HS (G) 151 “Protecting the Public – Your Next Move” for guidance.

Construction Phase Vehicle Movements and Traffic Access

We will develop, establish, manage and maintain all TM requirements within the existing Extra MSA Baldock Services for this scheme. Detailed TM plans will be developed and submitted for approval prior to starting the works in conjunction with the attached works phasing plan.

3. ACCESS TO THE WORKS AREAS



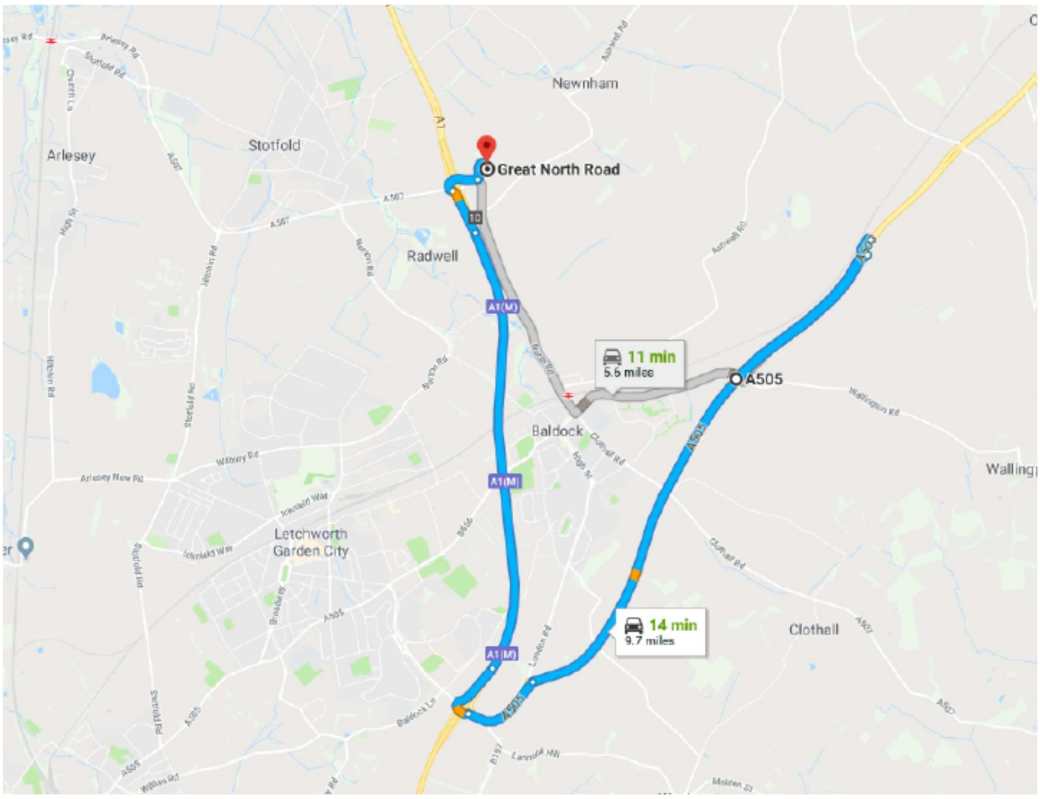
4. ROUTE FROM NEAREST MAJOR ROAD

The route from site to the nearest major road A1(m) using main roads is as follows.

Summary: 0.2 miles (2 minutes)

Time Mile Instruction For

00:00 0.0 Depart A1(M)/A507
00:00 0.1 Road name changes to Local road A507 0.1 mi
00:01 0.2 Turn Left into Baldock Services at the next roundabout



Note: Under no circumstance must the grey traffic route be used to access the site.

5. SITE TRANSPORT RULES

Identified routes for all construction traffic to be agreed prior to commencement of works with all supply chain partners. All traffic routes will be detailed within material and sub-contractor orders.

The delivery of goods will be managed to ensure that they do not impact on other site users.

Large-scale vehicle movements will be timed to avoid peak hours on the local road network as far as reasonably practicable.

Ensure one way traffic routes established if possible and deliveries adheres to the Site speed limit.

Flashing beacons to be fitted and working and are working on the approach to the site entranceway.

Loads to be secured. No loose loads. Do not overload vehicle.

Vehicles will be kept to hard standing and roadways at all times. All hard standing and roadways used for vehicles entering, parking or leaving the site will be kept clean and an in a maintained state, this will also include the site compound.

All persons working on or visiting the site will park in the designated areas on the site and sufficient space will be provided to ensure this.

All deliveries drivers must report to the designated vehicle controller prior to entering site.

6. DELIEVRY PROCEDURES

PRIOR TO DELIVERY / COLLECTION

The day prior to a scheduled delivery / collection, the person responsible for receiving the vehicle shall confirm with us the particulars of the delivery and any proposed changes or requirements.

All construction delivery traffic will be delivered to site between the hours of 08:00 - 18:00 Mon to Fri and 09:00 - 13:00 Sat.

Any deliveries required to arrive out of these hours will be undertaken only after written authorisation from 'Local Planning Authority' (LPA).

DELIVERY / COLLECTION

The individual responsible for the delivery / collection is to be present on arrival and is Responsible for arrival and departure.

- The deliver / collection drivers ticket will clearly state:
- The supplier from whom the delivery is being made or the destination of waste.
- The individual on site who is responsible for receiving the delivery where applicable.
- The scheduled time of arrival.

IF ANY OF THE ABOVE IS NOT CLEARLY STATED THEN ACCESS MAY BE REFUSED.

7. HGV MOVEMENTS

During the works large vehicles (HGV's) will be required to deliver plant and machines to the site to enable the works to be carried out in a safe effective manner.

The predominant materials delivered to the scheme will be aggregate on 8 wheeled loads.

Construction traffic to the site will be routed via Cattawade Roundabout / Factory Lane only, and not be permitted to enter the residential road network of the rest of Brantham. Whilst it is expected that construction traffic will increase the amount of HGVs accessing the site during this period it will be never be higher than when the site was previously in full operation.

8. REVIEW

These procedures will be subject to review and updating to ensure the maintenance of an effective traffic system.