Project: Royston Gateway Development
Roads and Highways

Project No: TBA

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Introduction

The Traffic Management Strategy for the project is one of minimising the interface wherever possible between Public and Site traffic, and reducing the number of deliveries were practicable, including the staging of deliveries such that volume of traffic is kept as even as possible avoiding peaks, and controlling vehicular movements on the project.

Every year around 70 people are killed or injured by vehicles at work. This document provides practical guidance on the planning of these issues, the control measures that will implemented and highlights the points for consideration and necessary actions.

Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (HSE) expect to see traffic management plans that include:

- Planning and managing both vehicles and pedestrian routes
- The elimination of reversing where possible
- Safe driving and working practises
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading / storage areas

1.0 Traffic Management Plan

Route maps (Appendix 1) shows the proposed routes that all site deliveries will be directed along to gain access to the site. They also highlight the routes to be taken to avoid site vehicles trafficking through adjacent residential areas.

Immediately upon commencement, all deliveries, operatives and visitors to the Project will report to the security gate. This will be communicated to all early works contractors at their pre-start meeting.

They will inducted by Company staff, and be informed of Emergency procedures, assembly points, first aid, site rules, location of welfare facilities, etc. at this time. They will be instructed to sign in and out of the security gate each day, until such time as the full access control system is in operation. PPE appropriate to the task being undertaken will be checked upon signing in.

Contractors, visitors and staff will use existing pedestrian pathways until such time as the sites are enclosed and access control is operational.

The attached logistics plan (Appendix 2) highlights the phasing of the works, material storage areas, contractors compound areas, main and secondary access routes.

The Traffic Management Plan and the control measures therein are included within all trade contractor tender enquiries to ensure early understanding and acceptance / compliance with the rules that will be enforced on this project.

Under no circumstances will lorries be allowed to lay up in surrounding roads.

As soon as practicable, the TMP will be amended to show access / egress from the site will be via the newly constructed on / off slip road to the A505.

Delivery Vehicles / Laying up

Prevention Steps

1. Delivery hours will be limited to working hours. This condition forms part of subcontract documentation, and subcontractors are reminded of this at pre-start meetings.
2. Deliveries are booked in with the Package Managers, and logged on the central register.
3. Security / gatemen will be in position half an hour before start of work and before the earliest delivery time.
4. Persistent offenders will be reported to the Project Manager, who will action with the directors of the offending company.

Site Administration

Responsibility for Construction Traffic movement is that of the Project Manager who together with the Security team will:

a) Ensure that subcontractors and suppliers adhere to procedures set out in the Pre-site conditions by booking in deliveries giving the required notices.
b) Prevent unauthorised contractors parking and the congestion of traffic. All personnel in the team will be in contact with each other and the site management who in turn will have mobile and telephone contact with the subcontractors.
c) Provide security at the access gates.
d) Maintain roads in a clean and safe condition.

In the event that not all deliveries are booked in, the Project Manager will manage the situation with the priority to get the vehicle of the shared road system and into the site.

PEDESTRIAN ROUTE CHECKLIST

Section 2.0

		Yes	No	N/A
Q1	Are pedestrian routes clearly separated from vehicle routes by fencing and / or a kerb, or other suitable means? If 'no' see action 1	✓		
Q2	Are pedestrian routes wide enough to safely accommodate the number of people likely to use them at peak times? If 'no' see note 2	✓		
Q3	Do pedestrian routes allow easy access to work areas? If 'no' see note 3	✓		
Q4	Pedestrian routes are kept free of obstructions. If 'no' see note 4	✓		
Q5	Pedestrian routes are clearly and suitably signed. If 'no' see note 5	✓		
Q6	Can pedestrians safely cross the main vehicle routes? If 'no' see note 6	✓		
Q7	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes? If 'no' see note 7	✓		
Q8	Do pedestrians have clearly marked, separate access for use at site gates? If 'no' see note 8	✓		
Q9	Do pedestrian routes provide safe access to welfare facilities? If ' no' see note 9	✓		

	Actions to be taken	Action taken
1	Ensure routes are clearly designated and protected	Pedestrian routes are shown on site drawing displayed in induction room. This is reviewed daily in accordance with risk assessments and updated if required. Pedestrian routes are explained during induction.
2	Base plan on peak numbers	✓
3	Plan routes to allow safe access	✓ Routes reviewed daily
4	Ensure plan includes need to keep access routes clear.	Routes to be checked daily via supervisors inspections
5	Ensure sufficient signage	Part of inspection
6	Ensure sufficient crossing points are planned for	✓
7	Ensure that blind spots are eradicated during the planning process	✓
8	Consider separate access to the gates	✓
9	Provide safe routes at parking areas. Plan site set up to avoid need for pedestrians to cross routes	✓ Welfare areas are kept separate from vehicle routes

VEHICLE ROUTE

Section 3.0

		Yes	No	N/A
Q1	Are vehicle routes clearly separated from pedestrian routes by fencing and / or a kerb, or other suitable means? If 'no' see action 1	✓		
Q2	Are vehicle routes wide enough to safely accommodate the number of vehicles likely to use them at peak times? If 'no' see note 2	✓		
Q3	Do vehicle routes allow easy access to delivery areas? If 'no' see note 3	✓		
Q4	Are routes are kept free of obstructions. If 'no' see note 4	✓		
Q5	Are routes are clearly and suitably signed. If 'no' see note 5	✓		
Q6	Can pedestrians safely cross the main vehicle routes? If 'no' see note 6	✓		
Q7	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes? If 'no' see note 7	✓		
Q8	Do routes eliminate or reduce the need for reversing? If 'no' see note 8		✓	
Q9	At the final point of exit, can the driver see pedestrians on the pavement? If ' no' see note 9	✓		
Q10	Are temporary structures protected from vehicle impact? If 'no' see action 10	✓		
Q11	Will parking be required? If 'yes' see note 11		✓	

	Actions to be taken	Action taken
1	Ensure routes are clearly designated and protected	Routes clearly signed and seperated
2	Ensure the plan assumes peak number. Consider one way system	✓
3	Plan routes to allow safe access	✓
4	Ensure plan includes need to keep access routes clear.	Routes to be checked daily via supervisors inspections
5	Ensure sufficient signage	Part of inspection
6	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points	✓
7	Ensure that blind spots are eradicated during the planning process	✓
8	Plan routes to reduce or eliminate reversing	✓
9	Ensure adequate sight lines or mirrors to assist driver.	✓
10	Ensure scaffolds, falsework or other structures are protected from impact	✓
11	Ensure sufficient parking areas exist. If necessary provide banksman to ensure vehicles are parked safely	No vehicle access to site.

VEHICLE MOVEMENTS

Section 4.0

		Yes	No	N/A
Q1	Are routes planned to reduce the need for excessive vehicle movement? If 'no' see action 1	✓		
Q2	Are vehicles fitted with reversing aids? If 'no' see note 2	✓		
Q3	Will vehicles reverse without reversing aids? If 'yes' see note 3		✓	
Q4	Will vehicles reverse to excavations? If 'yes' see note 4		✓	
Q5	Are routes kept free of obstructions? If 'no' see note 5	✓		
Q6	Are routes clearly and suitably signed? If 'no' see note 6	✓		
Q7	Can pedestrians safely cross the main vehicle routes? If 'no' see note 7	✓		
Q8	Do pedestrians have a clear view of traffic movements at crossings and gates? If 'no' see note 8	✓		
Q9	Do drivers have a clear view? If ' no' see note 9	✓		
Q10	Will vehicles run the risk of depositing mud on the road? If 'yes' see action 10		✓	
Q11	Will vehicles need sheeting up? If 'yes' see note 11	✓		

	Actions to be taken	Action taken
1	Ensure routes are clearly designated and protected	Review daily
2	Request they are fitted	✓
3	Vehicles not fitted with reversing aids must be banked when reversing.	All reversing vehicles to be banked
4	Ensure banksman present or adequate stop block	✓
5	Ensure plan includes need to keep access routes clear	✓
6	Ensure sufficient signage	✓
7	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.	✓
8	Plan routes to reduce or eliminate blind spots	✓
9	Plan routes to reduce or eliminate reversing and blind spots	✓
10	Consider wheel wash facilities or suitable alternative	✓
11	Ensure provision of sheeting gantry if required.	Vehicles to be sheeted

HIERARCHY OF CONTROL MEASURES FOR REVERSING OPERATIONS

Section 5.0

1	Eliminate need to reverse	Implement one way systems around the site and in loading / unloading areas. Provide designated turning areas.
2	Reduce reversing operations	Reduce the number of vehicle movements as far as possible. Instruct drivers not to reverse unless absolutely necessary.
3	Ensure adequate visibility for drivers	Fit CCTV, convex mirrors to overcome restrictions to visibility from the drivers seat.
4	Ensure safe systems of work are followed	Design vehicle reversing areas which, • Allow adequate space for vehicles to manoeuvre safely • Exclude pedestrians • Are clearly signed and have physical barriers to warn drivers that they have reached the limit of the safe reversing areas. Ensure everyone on site understands site rules on vehicle safety. Ensure vehicles are fitted with appropriate warning devices.
5	Provide warnings when vehicles are reversing	Ensure reversing warning lights and alarms are in good working order.

DRIVERS SAFE WORK PRACTISES CHECKLIST

Section 6.0

1	Only operate vehicles if you are competent and authorised to do so
2	Do not drive when your abilities are impaired by ill health, poor vision, prescribed / illegal drugs or alcohol
3	Ensure you full understand the operating procedures of the vehicles you control
4	Know the site routes and follow them
5	Understand the system of signals used on site
6	Follow site procedures and comply with them
7	Do not drive at excessive speeds
8	Wear appropriate PPE outside of the cab
9	Do not remain on vehicles during loading operations, unless the drivers position is adequately protected
10	Ensure loads are safe to transport
11	Do not attempt to get on / off moving vehicles
12	Do not use mobile phone whilst driving

SIGNALLERS / BANKSMAN CHECKLIST

Section 7.0

1	Use relevant safety procedures and correct signalling systems
2	Ensure drivers understand the signalling systems
3	Signal instructions clearly
4	Stand in a safe location at all times
5	Wear appropriate protective clothing.
6	Do not direct traffic if your ability is affected by alcohol or drugs

SAFE USE OF DUMPERS CHECKLIST

Section 8.0

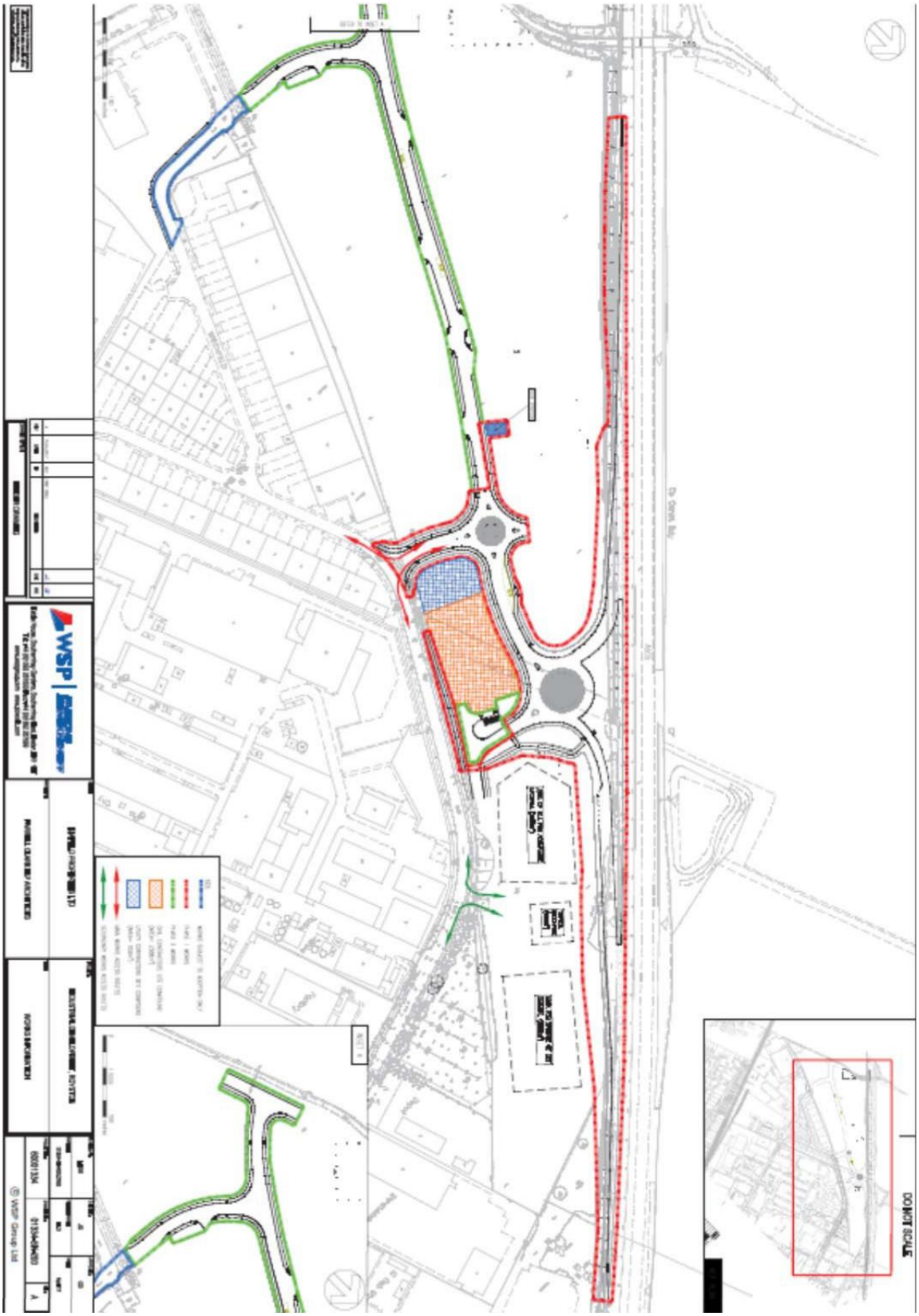
1	Only operate vehicles if you are competent and authorised to do so
2	Provide stop blocks at edges of excavations
3	Do not operate the controls unless seated on the driving seat
4	Avoid manoeuvring on sloping ground
5	Get off the dumper when it is being loaded
6	Ensure loads are evenly distributed
7	Do not use a mobile phone when driving a dumper.

CENTRAL CONTROL REGISTER

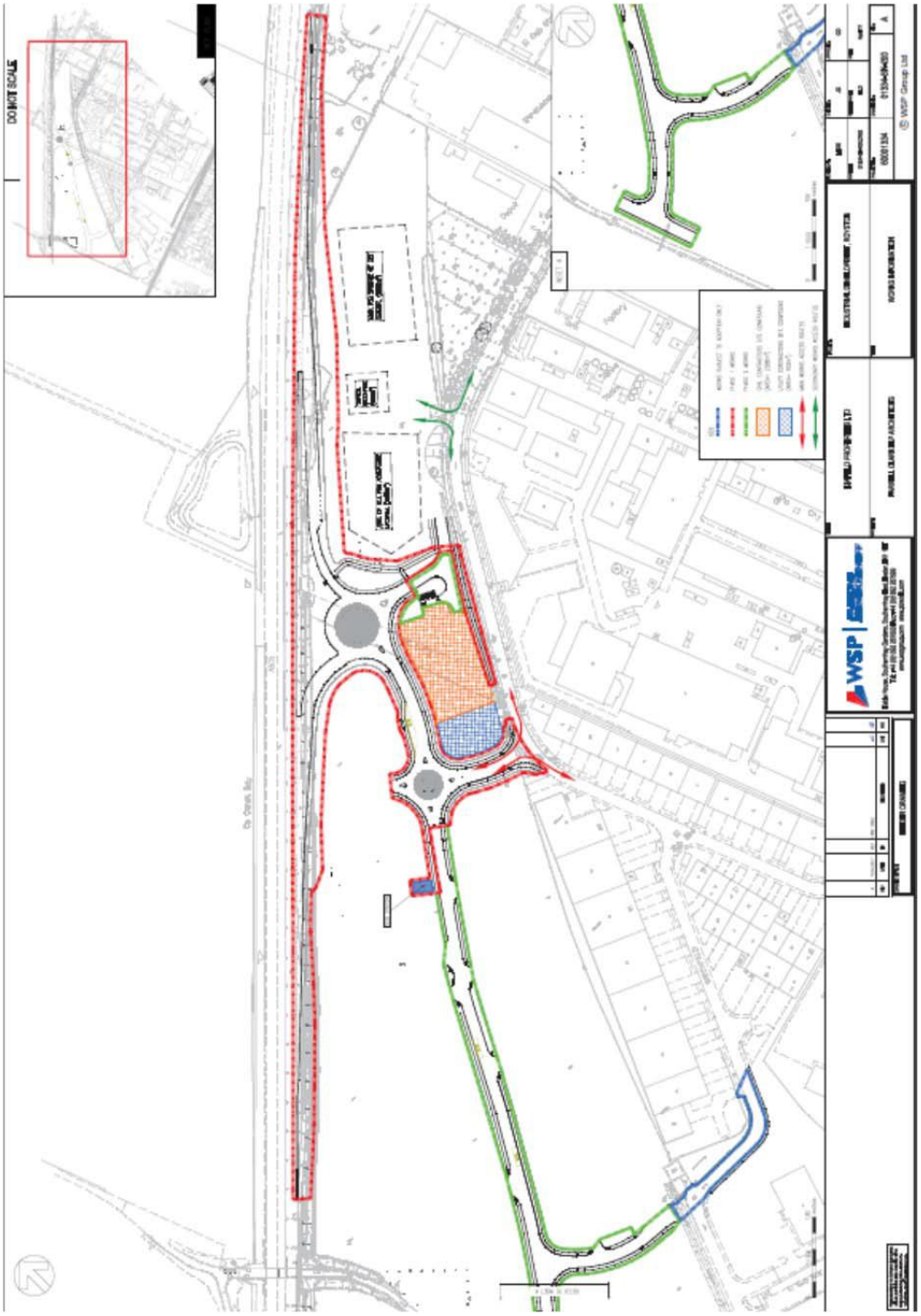
Section 9.0

	W/C				
	Day	Delivery details	Contractor	Contact No	

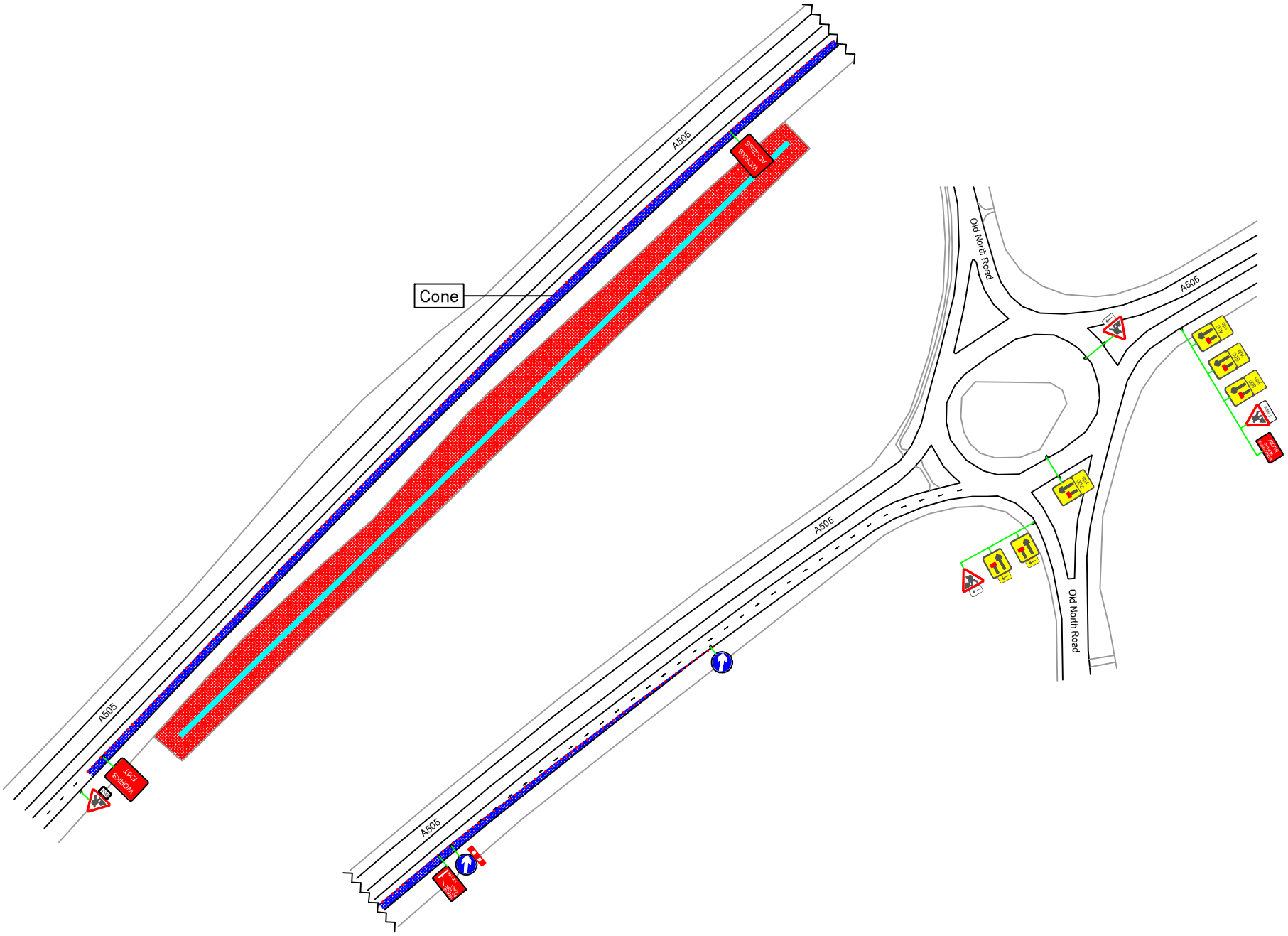
Appendix 1 Route map



Appendix 2 Site logistics plan / details



A505 TRAFFIC MANAGEMENT
LANE CLOSURE



NOTES:

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1. All traffic management to comply with Chapter 8 and Safety at Street Works and Road Works (A code of Practice).

BILL OF QUANTITIES:

SITE DETAILS:

WORK AREA	SPEED LIMIT: 60mph
SAFETY ZONE	RUNNING LANE: 3.5m
SITE LOCATION	

REV	DESCRIPTION OF REVISION	BY	DATE
B	ADDED SITE LOCATION	LP	03/05/17
A	FIRST ISSUE FOR APPROVAL	LP	27/04/17

SHIFT
Traffic & Events Management
Shift WTF Traffic Event Limited
First Floor, Alliance House, Brigg Road
Scunthorpe, DN16 1BB
T: 01652 656291

CLIENT:

ADBLY CONSTRUCTION

TRAFFIC MANAGEMENT:

Lane Closure

SITE LOCATION:

A505
Royston
SG8 5EU

N

SCALE @ A3:	CLIENT REF.:
NTS	TBC

DRAWN BY / DATE	CHECKED BY / DATE	APPROVED BY / DATE
LP 27/04/17		

JOB NUMBER:	DRAWING NUMBER:
TBC	LP1443