

Local Authority Requirements:



Construction Traffic Management Plan

Johnson Matthey 3CR, Royston, SG8 5HE.

HCC Controlled Version REV 0 27.03.24



Revision Log

Revision Date	Revision Description	Reviewer Name	Signature
13-03-2024	Original Set up of Document	William Wootton	
17-04-2024	Amendments for HCC information -	Neil Horwood	

Local Authority Requirements:

Section 1.0 – OVERVIEW & DOCUMENT NOTES

The following document has been produced to aid with CPP (construction management plan) But also to assure the Local Authorities that the details are acceptable to suitably discharge Condition 3 of planning permission 23/02625/FP. The condition states:

No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Method Statement shall include details of:

- o Access arrangements to the site. (Conditions are applied throughout the document, in particular, Section 3.
3.2/3.6/3.19
- o Traffic management requirements. (Conditions are applied throughout document, but in particular, Sections 3.1/3.2/3.3/3.6/3
- o Construction and storage compounds (including areas designated for car parking, loading /unloading, and turning areas). (Conditions are applied throughout document, but in particular, Section 3. 3.13/3.3/3.6/3.7 and Section 4 guidance documents. 5/6/7/8
- o Siting and details of wheel washing facilities. (Wheel Wash Details: Section 4.3)
- o Cleaning of site entrances, site tracks and the adjacent public highway. (Wheel Wash Details: Section 4.3)
- o Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times. (Delivery Times: Section 3.2; Waste Removal: Section 4.2)
- o Provision of sufficient on-site parking prior to commencement of construction activities. Section 4. See Section 4 figures 1/9/10/11.
- o Post construction restoration/reinstatement of the working areas and temporary access to the public highway. Section 2. 2.7 Section 4. Clean up 4.2/4.4/4.5 Section 4. Control and clean up documents.
- o Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding which must be kept within the site boundary, pedestrian routes, and remaining road width for vehicle movements. No off-site works have been sanctioned.

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1.0 OVERVIEW

1.1 PURPOSE

This Construction Management Plan (hereafter referred to as the TMP) identifies and presents the requirements and execution strategies for the management of vehicles, pedestrians and deliveries for the Johnson Matthey 3CR project.

1.2 APPLICATION

This TMP applies to work activities and personnel under the control of Fluor and the IDPs. The senior-most Project representative (usually the Fluor Project Manager or Construction Manager) is responsible for consistent implementation and success of this TMP

This Traffic Management Plan shall be read in conjunction with the Project Construction Phase Plan (CPP).

1.3 OBJECTIVES

The TMP objectives are to:

- Provide requirements to facilitate the safe execution of deliveries to the 3CR project site.
- Manage parking arrangements dedicated to the project and all affected Stakeholders
- Ensure the relevant personnel are trained/instructed on the requirements of this plan so it can be executed in a proper manner.
- Work collaboratively among all project personnel to continually improve safety culture, management systems, and performance using structured processes to identify and eliminate or mitigate risk.
- Provide direction, guidelines, and minimum requirements for establishing and implementing measures to prevent risk of injury to personnel from contact with moving equipment and/or vehicles.
- Provide effective supervision of statutory traffic management standards

1.4 INTRODUCTION

It is the intention of Johnson Matthey to install a new refinery on their existing Royston site in the UK.

The new refinery will be housed inside two buildings connected via a personnel and piping/cable bridge which spans over an access road. The processing facilities and associated utilities for three metals will be accommodated in the 'Main Facilities Building' (MFB), with other facilities being accommodated in the Annex.

The Project will be executed in two phases running concurrently. Phase I will be completed and operational first and consists of the MFB and all required utilities and ancillaries. Phase II will be completed and operational later than Phase I and consists of the Annex and any additional utilities and ancillaries.

The MFB (78m (L) x 29m (W) x 18m (H)) has already been constructed and is composed of two parts: the administration and support accommodation to the south and the process area to the north. These are linked on the ground floor. The proposed layout of the Platinum Palladium and Ruthenium facilities in the process area has changed since the MFB was originally configured, therefore the project scope

includes some deconstruction and reconfiguration works of the process area to align with the revised design. No changes are required to the administration block.

The 3CR-Annex will be a new building (40m (L) x 24m (W) x 18m (H)) to be constructed on the current Royston car park 9 plot. This building consists of three internal floors with HVAC equipment mounted on the roof. The Annex requires all building services to be installed (HVAC, plumbing, lighting, and small power etc.).

The 3CR project is a project being executed within the Johnson Matthey main facility at Royston.

It consists of modifications to one building and the construction of an annex building in the existing car park 9

Traffic management is required to be managed in and around the locations of gate 8 and gate 9, adjacent to Orchard Road (Fig 1) and occasionally Gate 12 adjacent to York way (Fig 2), when required.

This TMP is written to comply with the United Kingdom (U.K.) Road Traffic Act 1988 (RTA 1988). In addition to the RTA 1988, the project will follow The Traffic Signs Regulations and General Directions (TSRGD), Local Authority requirements (Hertfordshire Council).

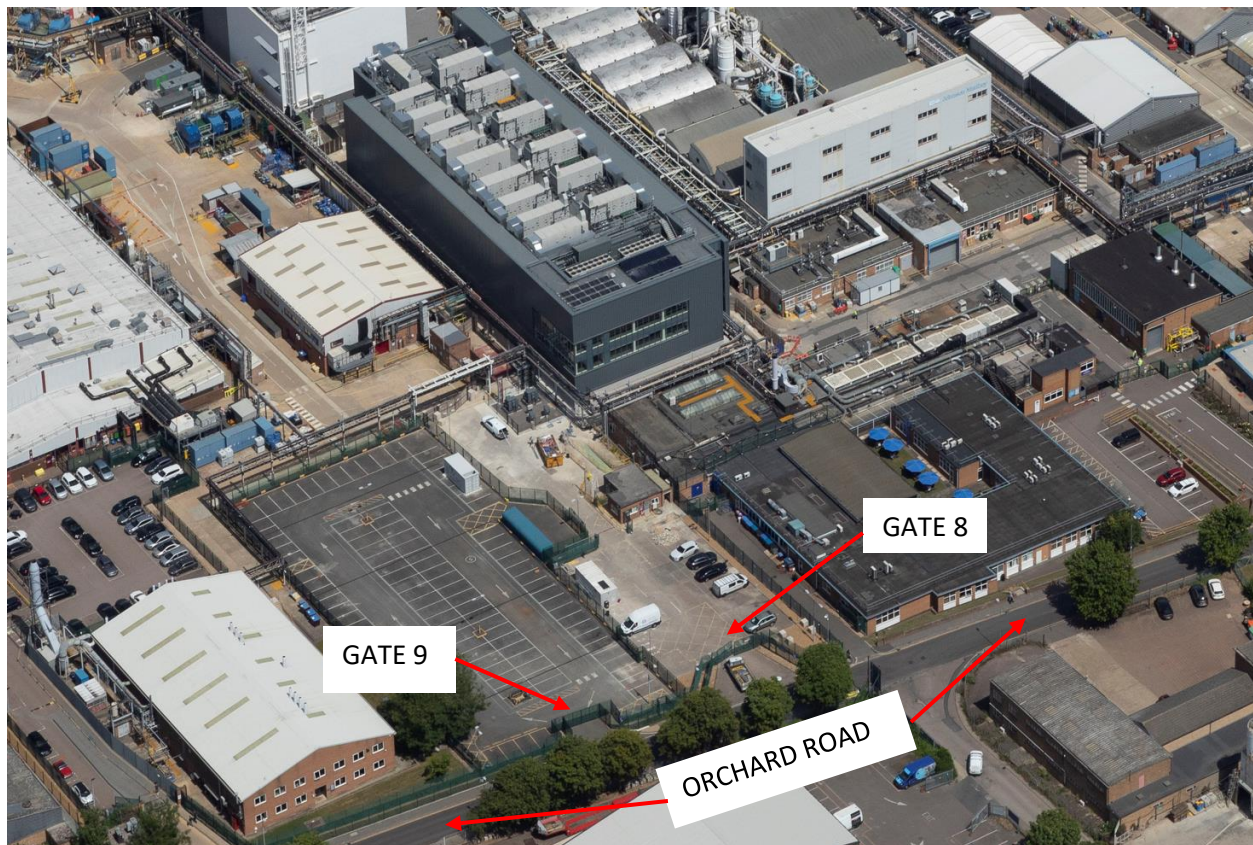


Figure 1 Gate 8 and 9 Adjacent to Orchard Road



Figure 2 Gate 12 Adjacent to York Way

1.5 PROGRAMME

This TMP will be in effect from April 2024 until the project completes which is currently estimated to be April 2026.

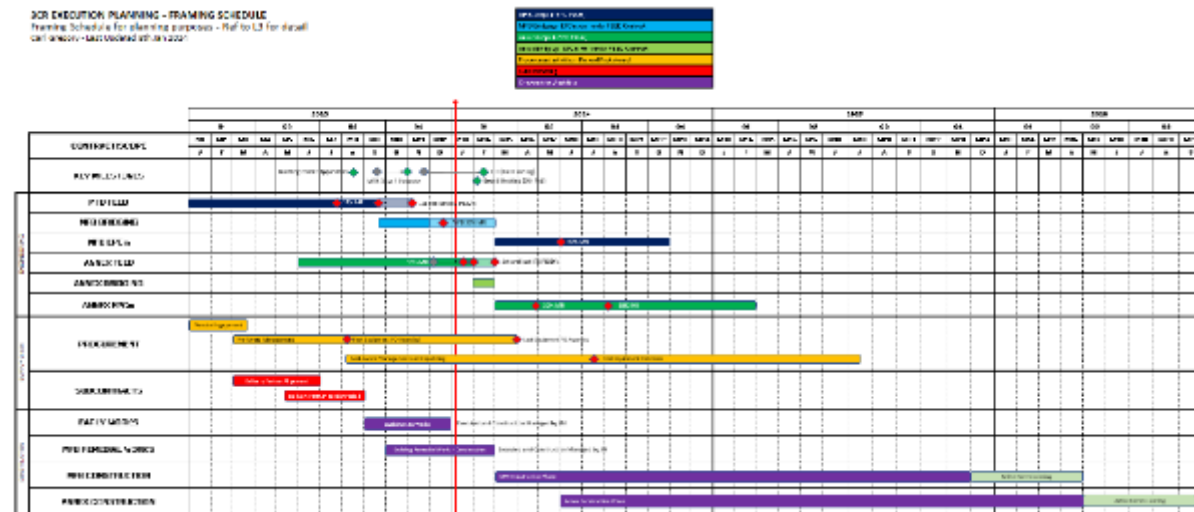


Figure 3 Estimated Schedule



2.0 ADMINISTRATIVE

2.1 MANAGEMENT OF THE TRAFFIC MANAGEMENT PLAN

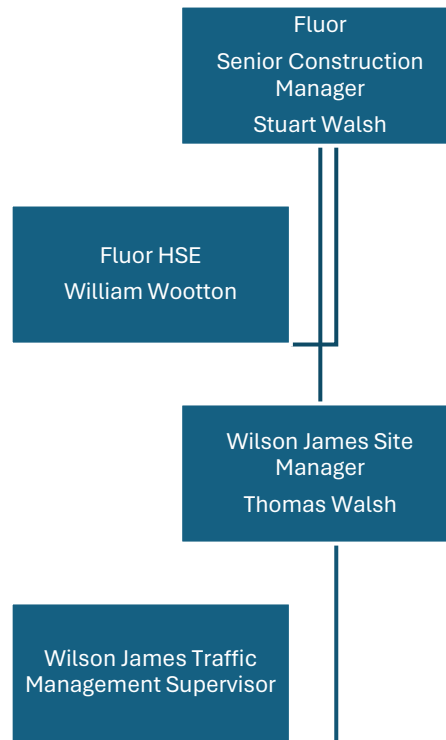


Figure 4. Traffic Management Organization Chart

2.1.1 ROLES AND RESPONSIBILITIES

The roles and Responsibilities for the Management and Supervision for monitoring this TMP will be as per the Project CPP, section 2.1.1 - Roles and Responsibilities.

Training and Induction

2.1.2 INDUCTION

All personnel will receive the Project Induction and where necessary Wilson James will give their workforce extra training related to the requirements of this TMP.

2.1.3 TRAINING

2.1.3.1 Authorized Worker Training

Wilson James will allocate certain authorized personnel for the implementation of this TMP including the main 3CR site and all other associated parking, storage and laydown areas

Authorized Workers are approved or assigned to perform a specific type of duty or duties or to be at a specific location or locations at the site. Authorized Worker training includes formal training on-site or by third-party with a written exam and/or evaluated performance demonstration to validate transfer of knowledge.



Competency certification will be checked and approved for those that are required by Wilson James.

2.1.3.2 Toolbox Meetings

The Wilson James Supervision responsible for the effectiveness of this TMP will give their workers weekly toolbox talks on traffic management topics.

2.2 INCIDENT REPORTING

All incidents that occur during the implementation of this TMP that occur throughout the project shall be reported as per Project CPP, section 2.10 – Incident Reporting and Investigation.

It is essential that all parties are informed as soon as possible so that the appropriate actions can be taken.

Incidents involving the General Public must be reported to the JM Site Security (2222), if required the Police (999) and HSE.

2.3 EMERGENCY PREPAREDNESS AND RESPONSE

Refer to the Project CPP for instructions on the actions to take in case of an emergency that affects the delivery/loading or unloading of vehicles internally and externally to the project site.

Refer to the Project CPP, section 2.12 – Emergency Response and Preparedness.

For emergencies that occur on the public roads external to the project then the emergency services shall be called (999).

2.4 INJURY AND ILLNESS MANAGEMENT

If there are any injuries caused within the traffic management arrangements inside the project area, including the main 3CR site and all other associated parking, storage and laydown areas, then follow the requirements of the Project CPP, section 2.13 - Injury and Illness Management.

If there are injuries to the General Public, then the emergency services should be called.

2.4.1.1 Local Hospitals

Lister Hospital

The Emergency Department Open 24 hours. Coreys Mill Lane, Stevenage, SG1 4AB. Tel: 01483 314333.

Addenbrookes Hospital

The Emergency Department Open 24 hours. Hills Road, Cambridge, CB2 0QQ. Tel: 01223 217118.

2.5 RISK ASSESSMENT AND METHOD STATEMENT (RAMS)

The planning and arrangements for Traffic Management and monitoring will be undertaken in a structured way identifying hazards and assessing risk and requires development of work procedures to mitigate those risks.



Wilson James will be required to produce a Risk Assessment and Method Statement (RAMS) on how they will manage the Traffic Management for the project.

The RAMS will be in accordance with the requirements of the project CPP, section 2.14.- Work Planning and Monitoring

2.6 SAFETY TASK ASSIGNMENT

Wilson James will conduct an STA with their workers daily, before each work assignment begins, when conditions change, and when a worker arrives late to ensure that the contents of the pre-task planning document(s) are communicated and discussed with affected workers prior to entering the work site or initiating work.

Wilson James Supervision will provide the required PPE to their workers and other equipment necessary for the safe completion of the task.

2.6.1 DURING THE TASK

Wilson James will ensure that the task of delivery and unloading is adequately supervised to monitor working conditions and compliance with the STA requirements.

The STA form will be displayed in the work area until the end of the shift or until the task is completed.

2.6.2 LAST MINUTE RISK ASSESSMENT

A Last-Minute Risk Assessment (LMRA) is a short mental assessment each worker completes at the work front immediately before starting a new task. It is the last step in the pre-job planning process to reinforce hazard controls identified in JSA/RAMSs, permits, and STAs, and adjust for minor change(s) in the work environment. It is a systematic thought process that is not intended to be documented or require an extensive checklist.

2.7 ASSESSMENTS AND AUDITS

Fluor will monitor the implementation of this TMP in accordance with the Project CPP, section 2.16 – Assessments and Audits.

Examples of which are below:

- Weekly Audits/inspections of any traffic management equipment.
- HSE Management walks.
- Daily inspections when deliveries are being conducted at all designated laydown areas

2.8 WORK HOUR CONTROL AND/OR WORKING ALONE

Deliveries or work in and around traffic management outside of the normal working hours of the project will be subject to risk assessment and approval of the Senior Construction Manager in collaboration with Johnson Matthey



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If necessary, permission shall also be sought from the local authority and the Client to ensure there are no conflicts with other possible road works and traffic adjustments that may affect the delivery in any way.

For traffic management duties, lone working will not be allowed.

Members of the workforce will:

Avoid activities outside of work hours that may impede their ability to conduct work duties without risk to their own or other's safety and health.

Rest adequately prior to commencing a shift.

Prior to induction and throughout the project attendance report adverse medical signs, symptoms, or fatigue related to their own or other's safety to supervision.

Controlling fatigue is a core consideration that Supervision must keep at the forefront of planning. Hence, rotation of personnel and adjustment or alterations of task priorities may be required.



3.0 REQUIREMENTS

3.1 HOLDING AREAS

Holding areas for vehicles which will bring equipment and materials to the project will be controlled by Wilson James Project Manager and are located at the following locations:

A505 Baldock Road- multiple laybys along the road which we can use

A1198 Old North Road

Include AMSTAR in this section.

No vehicles shall be parked on Orchard Road , awaiting to deliver to site.

3.2 DELIVERY TIMES

There shall be coordinated delivery schedules and times for all participants on the project and these shall be communicated by Wilson James who are responsible for the co-ordination and will utilise their “FULCRUM” software.

Delivery times for the project will be in accordance with the below times and days.

Monday –Thursday 07:00-19:00

Friday – 07:00 – 15:00

No deliveries on Saturday or Sunday.

Any deviation from the above stated times shall be communicated to Wilson James.

3.3 CONSOLIDATION CENTRE OR DIRECT TO SITE

3.3.1 CONSOLIDATION

Consolidation is a detailed integrated plan that fits with on-site needs, inclusive of temporary infrastructure, technology, process, and resources.

Affordability – attaining market costs, variations for build and land types.

3.3.2 DIRECT TO SITE

Estimated average of nine HGV deliveries per day during construction peak (six months) – this will be higher on some days e.g. muck-aways or concrete pours.

Depending on which method is used the following table indicates the percentage of deliveries during the project life cycle.

Mode	Months 1-12	Months 13-15	Months 16-31
Direct to Site	75%	50%	25%
Consolidated	25%	50%	75%

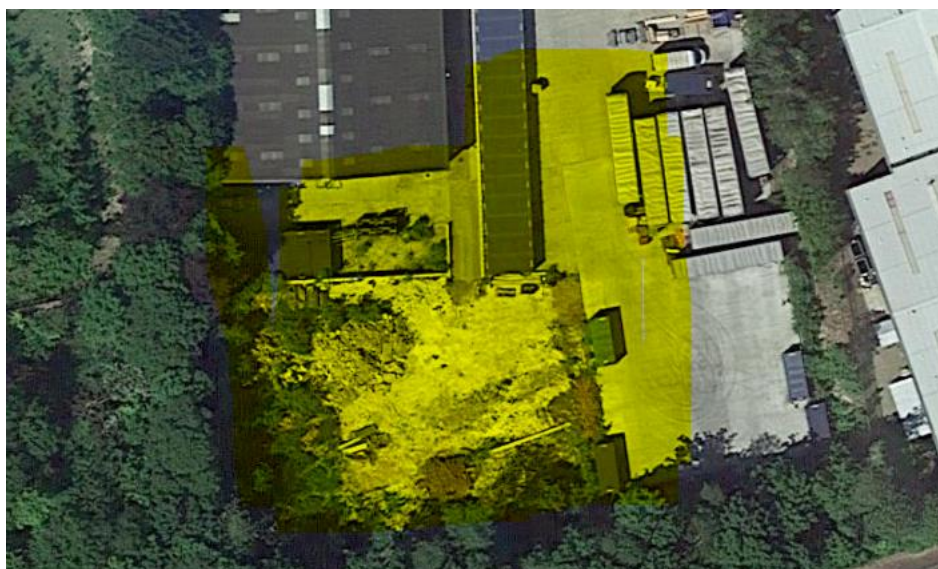
Table 1 Delivery Options

JUST IN TIME

The project will adopt a “just in time” mindset which will allow for maximum efficient project delivery of materials and equipment.

This method of delivery will serve the following purposes:

1. Minimum disruption to the local community.
2. Maximizing space on site for the construction processes to continue.
3. Offsite additional storage for materials to be held which will be managed through Wilson James (please see diagram below)



(CAM Store storage Enterprise Park Jarman Way, Royston SG8 5HW)

3.4 SECURITY

Wilson James Security will be a main part of the delivery process and it's integral to a smooth and efficient process that all deliveries are communicated to the project team on site.

3.5 ONE WAY SYSTEM

A one-way system will be utilised as much as possible during the project with vehicles in via gate 9 and out via gate 8. Initially, this will be for the option of bussing in from relevant car parks e.g., Roysia School Car Park. The fence separating area 8 and 9 can be removed to facilitate this requirement

3.6 ARTICULATED TRUCK DELIVERY OPTIONS

Articulated truck deliveries will require robust management in terms of traffic management on Orchard Road and York Way.

The following are the options for deliveries via articulated lorry. Figure 5 shows the path of the lorry via gate 12 and exiting via gate 8. Traffic marshals required all the way through the route and out onto Orchard Road.

Please Note: It is important to note that there has to be close liaison with the JM Logistics and Security Team for any movements within the main facility.

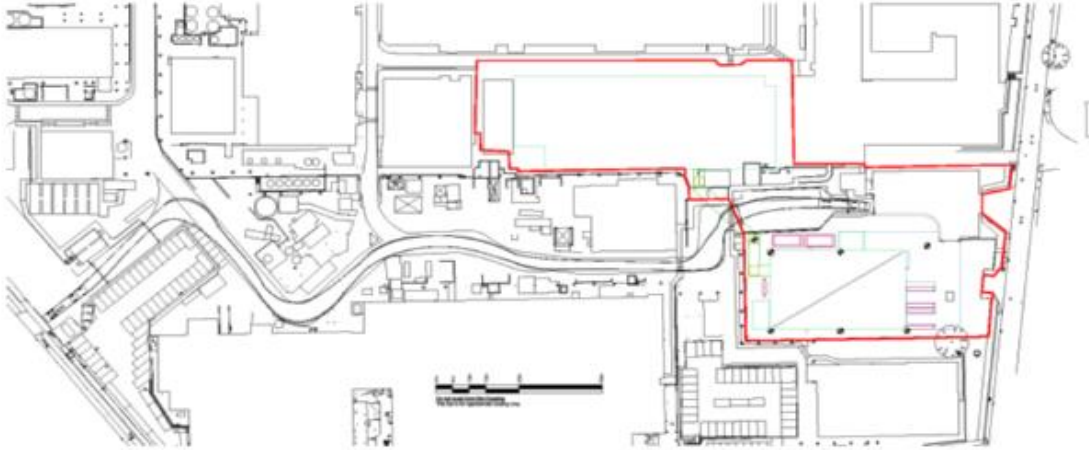


Figure 5 Articulated Lorry Via Gate 12

Deliveries made through Gate 8 will be determined on the load position and availability of unloading equipment. This means that the lorry may need to enter forward-facing or reverse into the site.

Figure 6 shows the path taken when entering Gate 8 in the forward-facing position.

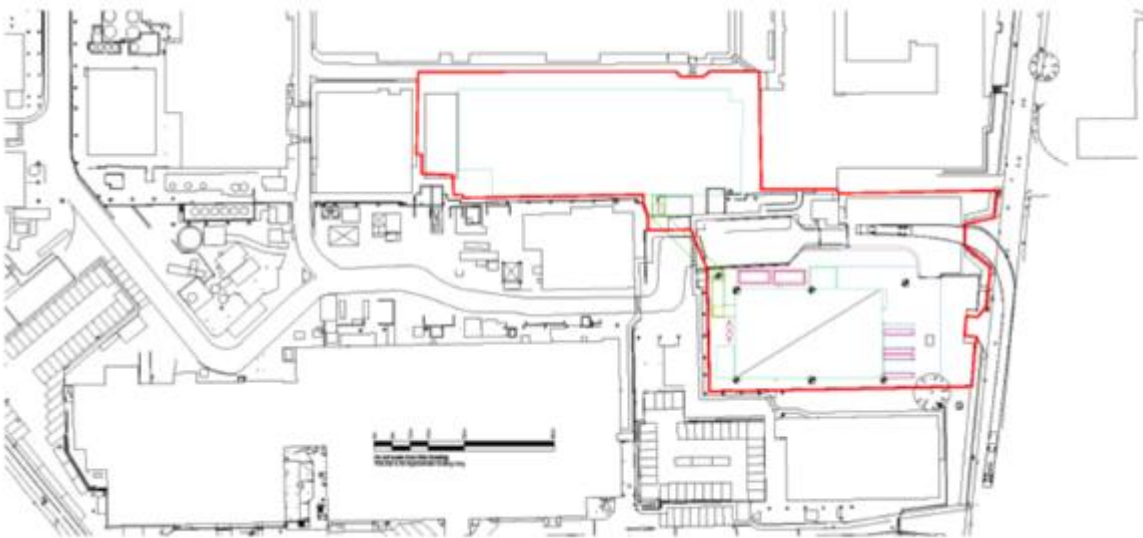


Figure 6 Articulated Lorry Entering Gate 8 Forward-Facing

Figure 7 shows the articulated lorry reversing out of Gate 8.

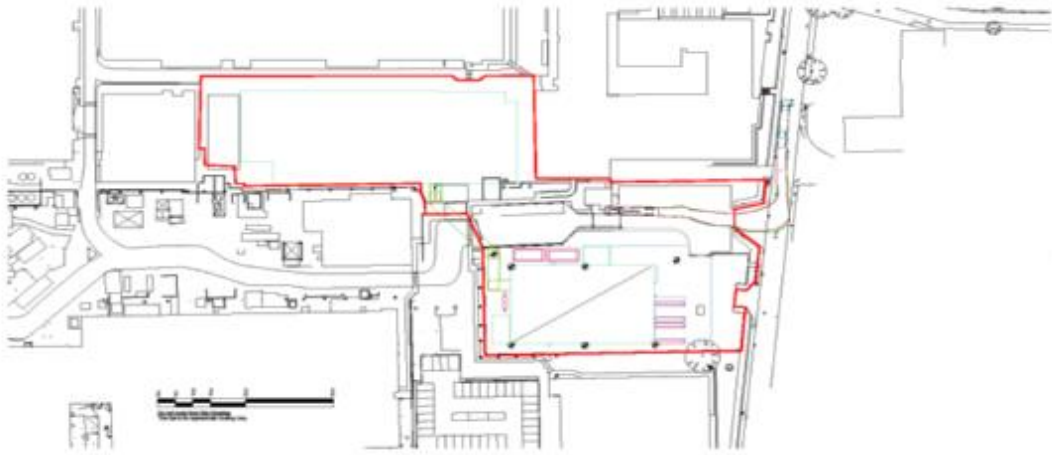


Figure 7 Articulated Lorry Reversing Out of Gate 8

Figure 8 shows the path taken when reversing in through Gate 8





Figure 8 Articulated Lorry Reversing in Through Gate 8

3.7 PARKING AND BUSSING

3.7.1 PARKING

Temporary car parking facilities will be required for the Construction Phase of the project, and existing localized space will be required for the increase of indirect and direct workforce. No parking is available at the site and a park and ride service will be provided to bus people to and from the construction site to the car park area.

The project requires parking for 340 indirect and direct workers at peak (based on 2 person per vehicle), and preliminary locations have been identified as shown in Option 1. The York Way car park can accommodate ~43 car park spaces with an additional 11 as a contingency, Sunhill Nursery can accommodate ~70 car park spaces and Roysia school can accommodate ~90 car parking spaces. A park and ride facility will be used from Roysia School due to the distance from the construction site, and should any of these locations change, this document will be updated.

Designated Speed limit for both York Way and Orchard Road is 30mph, pedestrian access from the car parks at York Way or Sunhill Nursery is via the public footpath around the JM Royston facility to Gate 8. Road crossing will be adjacent to car parks affording maximum sight of on coming vehicles.

3.7.1.1 Option 1.

Option 1 involves utilizing three different car parks and are as follows:

York Way

This option is available from June 2024 and has 2 options within it (Figure 9)

A= 43 spaces

B= An additional 11 spaces.

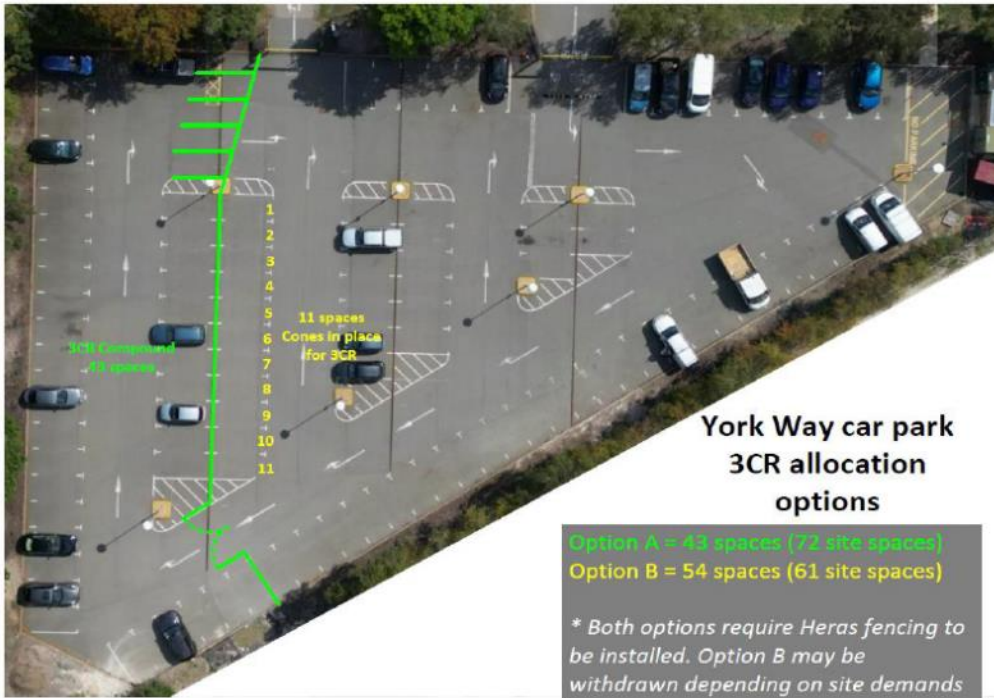


Figure 9 York Way Car Park

Sunhill Nursery Car Park

This car park has currently ~70 spaces.



Figure 10 Sunhill Nursery Car Park

Royisia School Car Park

This option will require a further bussing option as the walk is approximately 20 minutes to the site.



Figure 11 Royisia School Car Park

3.7.2 BUSSING

Bussing arrangements will be provided when Royisia School is utilised, or Option 1 above is materialised.

There would be at least six minibuses used from a single location. These will be 24-seater, long wheelbase type, which will aid in manoeuvring around the car parks.

If all parking was consolidated at single location the requirement is for six, 24-seater, long wheelbase mini-busses at peak (based on 5 minutes journey and every bus journey at full capacity).

If car parks are geographically fragmented, then mini-bus requirement will be greater.

Based on the workforce loading for the 3CR project the following will apply:

- 270 Direct personnel
- 70 Indirect personnel (Fluor, IDP's, JM)

With the above in mind, it is envisaged that minibuses will transport 48 people per hour over a two-hour window.

5 mini-buses will transport 288 blue collar workers from 06:30 – 07:30 (M-F).

3.8 GENERAL SIGNAGE AND BARRIERS

3.8.1 EXTERNAL SIGNAGE

Where applicable general signage utilized outside of the project boundary including parking areas shall conform to the Traffic Signs Regulations and General Directions 2016 and the Highway Code

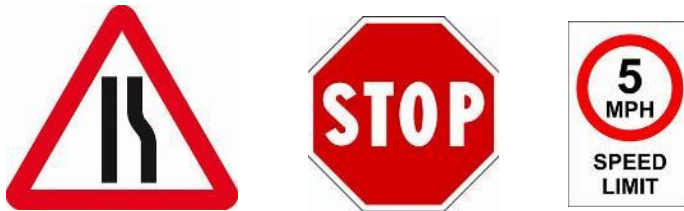


Figure 12 Example Traffic Signs

3.8.2 INTERNAL SIGNAGE

Signage used for the internal areas of the site shall conform to the same standard as the external signage to avoid any confusion in the message being communicated.

3.8.3 BARRIERS

3.8.3.1 Hard Barriers

There are various options to be utilised when barricading/cordoning off areas while vehicles are travelling or being unloaded/loaded. Which system to be used will be decided on at the time during the construction phase depending on space requirements. Hard barriers can be used to protect structures and excavations. Expanding barriers easy and quick to deploy when vehicular access needs to be denied.



Figure 13 Hard Barriers

3.8.3.2 Barrier Tape

Barrier tape is used to temporarily enclose a space to prevent unauthorised admittance while an activity is being carried out. This can be used to cordon off an area while a forklift or crane is unloading a delivery vehicle.



Figure 14 Barrier Tape

3.9 EQUIPMENT

When controlling traffic on the public highway/road it is not envisaged that there will be a need for a traffic light system or any permanent arrangement external to Gate 8, 9 or 12 due to the short-term nature, in terms of time, that the highway/road will be inconvenienced to local users. It would be prudent for the Traffic Marshals to have at a minimum stop-go board or similar as in Fig 14.



Figure 15 Stop Go boards.



3.10 LIFE CRITICAL AND LIFE SAVING OPERATIONS

Life Critical and Life Saving Operations (LCLSO) represent the operations that present the greatest risk of fatality or serious injury.

WORKING AT HEIGHT (FALL PROTECTION)

On occasion it may be necessary for workers to access the bed of a truck or top of a container to attach lifting devices to enable the unloading operation to take place.

When this occasion occurs, we will look at the use of handrails/ harnesses to ensure there is a fall arrest in place.

Where a crane or Hiab is being used to unload then a harness and lanyard system shall be used preferably attached to the hook of the crane while the slings are being fastened



3.11 CRANES

If cranes are utilized for the unloading of the materials or equipment then the Cranes section of the Project CPP shall apply, section 4.11 - Cranes.

All lifting operations will be carried out in compliance with the Lifting Operations and Lifting Equipment Regulations (LOLER) 1998. This includes all contractors whose employees use lifting equipment, whether owned by them or not. In most cases, lifting equipment is also work equipment so the Provision and Use of Work Equipment Regulations (PUWER) 1998 will also apply (including inspection and maintenance). All lifting operations involving lifting equipment must be properly planned by a competent person, appropriately supervised and carried out in a safe manner.

3.12 RIGGING

If rigging is required to unload heavy, unusual equipment, then the requirements of the relevant section within the CPP shall be applicable, section 4.12 - Rigging.

3.13 POWERED INDUSTRIAL TRUCKS (FORKLIFTS)

Where forklifts will be utilized for the unloading of the vehicles within the site the relevant section within the project CPP shall be utilised, section 4.14 – Powered Industrial Trucks (Forklifts).

3.14 GENERAL TRAFFIC MANAGEMENT

The Project will segregate pedestrian and vehicle traffic on main corridors of project access and egress using visible dividers, such as fencing, cones or physical barricades that accommodate the flow of personnel and vehicles with appropriate signage in place

The Project will establish designated crosswalks in locations where pedestrians must cross main vehicle traffic routes.

Access/Egress

The Project will provide enough gates and turnstiles to allow access to/egress from the project site within 5 minutes during normal (non-emergency) operations.

Segregated pedestrian access and protected walkways from the site access gates, MFB and Annex will be constantly maintained.

Road Rules

All the rules that apply to public road use generally apply to Project roads and access ways. Variations to public road rules on Project roads and access ways will be posted in writing.

Unless a road sign specifically indicates otherwise, the following hierarchy of equipment/vehicles will exist; that is, equipment/vehicles lower on the list will yield to equipment/vehicles' higher on the list:

- Emergency vehicles (when they indicate by sirens/lights that they are on emergency duty)
- Forklifts
- Empty dump trucks



- Excavators

MEWPS

Issues and Hazards

The following issues and hazards will be taken into consideration when developing or updating the TMP:

- Traffic routes
- Vehicle and pedestrian segregation (hard barrier where possible)
- Crossings
- Public interface
- One-way systems and local businesses
- Reversing aids
- Visibility
- Loading and unloading areas
- Signage
- Lighting
- Restricted areas and escort vehicles
- Operation machinery
- Equipment and vehicle inspections
- Search and rescue and emergency access.
- Vehicle speeds and environmental conditions
- Communications
- Road conditions
- In vehicle communication devices
- On-Going Training

Signage

Signage will be highway compliant

Provide clear direction.

Be visible (not obscured by debris, vegetation, etc.)

Be maintained.

Be reviewed regularly for relevance.

Excavations

The barriers will be of suitable size and constructed of material to prevent the largest vehicle driving through.

Escort Vehicles

For large or non-routine loads, an escort vehicle should be provided to be used in front of and when necessary, behind the vehicle or mobile equipment. WJ will manage and arrange.

Other vehicles must be escorted at the Site Manager's discretion.

Drivers entering the Project must wear the correct PPE.



Banksmen

Banksmen will be used when it is not possible to control the hazards with other static measures such as segregation with hard barriers, to control traffic flow through work areas at decreased speeds to reduce the hazards to workers working in the area. The Banksman must stand in a clear and safe position throughout the reversing operation.

Selection of capable personnel is essential, and Banksmen must be properly trained to direct traffic.

Banksmen will wear a high visibility vest as an outer garment with reflective apparel. The Banksman must be clearly visible from a distance to permit appropriate response to the Banksman's instructions by a vehicle operator.

Hand Signalling Devices

Hand signalling devices, orange flags or signs of appropriate colour/markings, must be used in controlling traffic through work areas.

Yellow flashing lights will be used during periods of darkness.

Banksmen Stationing

The Wilson James Site Manager will approve banksmen that will be used on public highways prior to their use.

3.14.1.1 Traffic Control and Barricades

Where necessary Wilson James will ensure compliance with any statutory or regulatory instruments required for traffic management on the highway/road.

Proper and effective location(s) for temporary traffic control signs, devices, signals, and barricades will be in place.

Signs intended for hazard warning during hours of darkness will be illuminated or have reflectors.

Existing control devices that drivers should not obey while construction or maintenance activities are being performed will be removed or covered.

When construction or maintenance is complete and before a roadway or area is restored to unrestricted use, regular traffic control signs and devices will be restored, and temporary traffic control signs will be removed or covered.



3.15 LOADING AND UNLOADING

3.15.1 PROTECTION OF THE AREA WHILST LOADING OR UNLOADING

Where unloading and loading of vehicles is taking place the area will be barricaded off to prevent unauthorized personnel entering a danger area.

This can be achieved in various ways by using cones, hard barricades or hazard warning tape.

Further information can be found in the Project CPP, section 4.18 -Loading and Unloading.

3.15.1.1 Operations

Manual handling operations will be conducted in accordance with the Manual Handling requirements of this TMP.

The operation of cranes and other hoisting equipment will be conducted in accordance with the Cranes, Rigging, and Manual Hoisting and Rigging requirements of this TMP.

The operation of motorized heavy equipment will be conducted in accordance with the Motorized Heavy Equipment requirements of this TMP.

Communications and hand signals will be standardized.

The loading and unloading of materials will not progress unless all parties are sure of the job plan and general work scope and have completed and signed the JSA/RAMS.

The JSA/RAMS will require Spotters and other people working in the vicinity of loading and unloading location to wear high-visibility vests or clothing if not already assigned.

3.15.1.2 Stacking Drums and Barrels

Barrels and drums may be stacked three tiers high when secured to pallets and moved by mechanical means. Barrels and drums not secured to pallets may only be stacked two tiers high and must have a spacer of ¾-inch (20 mm) thick plywood or similar material between the top of the first tier and bottom of the second tier for stability.

General materials will be stacked in accordance with manufacturers/suppliers' safe recommendations for the products and in accordance with project CPP.

3.16 PERSONAL PROTECTIVE EQUIPMENT (PPE)

3.16.1 BANKSMAN/TRAFFIC MARSHALS

Banksman/Traffic Marshal will have full high visibility clothing suitable for the time of day and for the time of year so that they are fully visible.



Figure 16 Examples of Traffic Marshal Clothing

3.16.2 PERSONNEL UNLOADING/LOADING

Workers undertaking the unloading/loading of vehicles inside the project area will wear the standard PPE for the project.

Please refer to the CPP, section 5.1.1 – Minimum PPE Requirements.

3.17 HAND INJURY PREVENTION

Hand injury prevention best practices that have proven to be effective at reducing hand-related incidents will be implemented.

3.17.1 MANDATORY COMPANY REQUIREMENTS

Workers will be unloading materials or equipment shall be given appropriate gloves suitable for the task they are undertaking.

It is suggested that most tasks will require the use of impact gloves.



Figure 17 Impact Gloves

Local Authority Requirements:

Construction Traffic Management Plan

In addition to the above requirement the use of push/pull poles shall be used to keep hands, fingers and feet away from elevated loads during lifting and rigging executions.

Examples of such loads are:

Handling Steelwork

Handling pipework random lengths

Handling Scaffolding

Handling Rebar and prefabricated rebar such as pile caps.

Handling Shutters.

Placing of containers or portacabins.

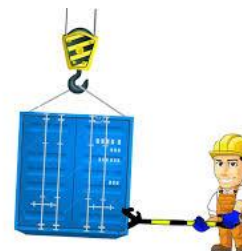
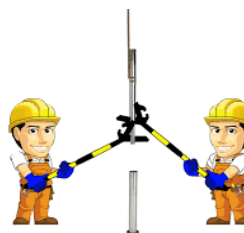


Figure 18 Push Pull Sticks

3.18 SPEED LIMITS

The delivery drivers shall be informed of the speed limits within the project area and in the main facility if they are required to travel through the main facility.

Speed limit on the project site	
Speed limit inside the JM main facility	
Speed limit on the main highway/road outside the project and the JM main facility. (Orchard Road and York Way)	

3.19 DRIVER INFORMATION

Wilson James and other IDP's will ensure all their delivery drivers are informed of the rules of the site and follow the instructions of the banksman assigned to them.

The 3CR Pre-mobilization Delivery Drivers HSE and Escort Checklist shall be used.

Loads will be checked that they are secure prior to making a vehicle movement. Coupling and Uncoupling will be performed by a trained operative within an agreed area.

3.20 ESCORT VEHICLES

For large or non-routine loads an escort vehicle (Chapter 8) will be provided by Wilson James in front of the and if necessary, behind the loaded vehicle.

3.21 BANKSMAN COMMUNICATIONS

Due to the very close proximity of the entry gates for deliveries, communications between the banksmen and drivers shall be via hand signals.

Radios shall be considered, if for any reason there is a chance that the banksmen will be unable to see each other, or the driver banksman cannot see each other.

4.0 ENVIRONMENTAL MANAGEMENT

Environmental issues can prevail outside of the site if there is not sufficient management of the potential hazards from the project.

The hazards that may cause a local nuisance to the project and its external neighbours are dust, mud, excessive dry spoil.

An excessive buildup of the above-mentioned issues could lead to complaints from the local neighbours (residential and industrial) which can be detrimental to the ongoing project as a whole and damage the reputation of the Client, Johnson Matthey.

To combat this becoming an issue with the local residents and the subsequently Hertfordshire Council Wilson James will provide the following:

4.1 NOISE

Noise levels around the project and the main Johnson Matthey facility is of importance due to the proximity of residents and other facilities

When deliveries are being made it is important to remind the drivers of the vehicles that there should not be any unnecessary revving of engines or leave engines idling

Due to the short time and infrequent nature of the deliveries and vehicle movements there should not be any excessive noise generated outside the norms.

4.2 REMOVAL OF SPOIL FROM THE SITE

Waste spoil generated at the project site will be transported away to the nearest landfill site that will allow the specific waste to be dumped. During the times of the year where dry spoil can generate dust while being transported trucks like the example shown in Fig. 21 will be utilised.

Loads will be checked by the driver and sheeted prior to leaving site to ensure waste being carrier can not fall from vehicle onto the highway.



Figure 19 Examples of muck away trucks.

Waste spoil will be transferred to the Powerday waste sites dependant on what waste material it is will depend upon which site it goes to.

4.3 WHEEL WASH

Wheel wash facilities will be provided at the edge of the project site adjacent to gate 8 or 9 depending on the site progress.

This wheel wash facility will be regularly cleaned, and waste disposed of weekly or more frequently if required.

See below for example of wheel wash



Example wheel wash station

4.4 DUST SUPPRESSION

Due to the close proximity of the JM Main Facility and other residential and industrial occupants dust mitigation measures will be employed on the site.

Dust will be minimized during the construction progress by utilizing water spray for activities that have the potential to create dust. An example of which is in Fig 22.



Figure 20 Saw with Dust Suppression

General dust control will be via water spray and road sweeper.



Local Authority Requirements:

Construction Traffic Management Plan

A good level of housekeeping is essential on the project footprint due to the limit space available, regular cleaning will be provided by Wilson James including the control and removal of waste in a timely manner.

4.5 ROAD SWEEPER

Wilson James will provide a road sweeper to keep the roads around the project area clean as and when required.



Figure 21 Example of Road Sweeper

Daily assessments of the external highway/road shall be undertaken to ensure the buildup does not get too excessive, which causes an issue.