

Construction Traffic Management Plan

Project Name:	Highgate
Project Number:	
Date of Publication:	17/07/23

Document Review and Issue

	Project Manager	Site Manager
Name:	Chloe – Paige Herron	
Date:	17/07/23	
Signature:		

This TM Plan will be reviewed at least monthly to maintain its relevance to the construction works.

DATE	REVISION / SECTION	SIGNATURE
17/07/23	Reviewed plan against vehicle & pedestrian movement to include task specific work, unloading of material and current site set up and traffic routes.	

1. PURPOSE AND SCOPE OF CONSTRUCTION LOGISTICS PLAN

This Project Construction Traffic Management Plan is issued by the Project Manager to establish a plan of traffic control around the project and to determine safe.

2. REVIEW

This plan is to be maintained throughout the project by the Project Manager and/or Site Manager. The plan should be reviewed at not less than monthly intervals with a four-week look ahead to ensure changing site conditions are anticipated and plans updated in a pro-active manner. The review should also take account of ongoing contact with local authority representatives to allow public realm conditions to be considered and accommodated without effect on the running of the project.

Construction phasing of the proposed works will also be critical to ensure that minimum effect to the local community is caused throughout. This will be done by programming the works to have the least amount of trades on site at the same time, therefore causing less construction traffic with deliveries, personnel or plant.

3. VEHICLE ACCESS AND EGRESS

- 3.1 **VEHICLE ACCESS:** Vehicle access is to be directed onto the site along Church Road until they reach the site compound. Trade managers to contact GCL management prior to delivery to coordinate access. GCL to maintain gate access key code/mobile phone for access control. The trade's traffic marshal will be able to provide all vehicles in the appropriate direction once vehicles have entered the site demise.
- 3.2 **VEHICLE EGRESS:** Vehicles will exit the site through the same gates they entered. They will be banked by the trade's traffic marshal along Church Road.
- 3.3 **DELIVERY TIMINGS:** A booking system will be implemented to minimise the distribution to the local community, minimising construction traffic being idle by the site. Delivery's will operate within a just in time system. A scheduled will be created so that the environment will not be affected. A waiting area for deliveries will be positioned on site. The scale of the proposals means that the impact of the construction traffic will not have a temporary and non-material effect on the local highways network. As such, a full breakdown of timings and details is not considered necessary.
- 3.4 **RULES: 5 mph** Speed limit to be adhered to whilst on-site. All vehicles entering the site must do so with caution and follow the instructions of the traffic marshal at present. Any deliveries must wait at the main gates before entering the site until the delivery is approved by a member of site management. The traffic marshal will then direct the delivery to the appropriate location on site.
- 3.5 **WHEEL WASHING:** When leaving the site compound, all vehicles will require to have their wheels washed before entering the public highway. This area will be by the main gates of the site, allowing minimal debris entering the local environment. Jet wash to be provided for use to wash down construction vehicles prior to entering the public highway.
- 3.6 **PARKING:** Provision of sufficient offsite parking will have to be made prior to any construction activities taking place. Allowing spaces at the beginning will cause less distribution to adjoining neighbours or/and residents.
- 3.7 **MITIGATION MEASURES:** Measures will be in place throughout the scheme to reduce the impact of the works taken place. Measures such as reusing materials on site, which in turn will result in less traffic being made.

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Construction Traffic Management Plan

Glencar will abide by the following steps in order to mitigate construction traffic, which are Avoid, Minimise, Rectify

- 3.8 **CUMULATIVE TRAFFIC ASSESSMENT:** The scale of the proposals means that the cumulative impact of the construction traffic will not have a temporary and non-material effect on the local highways network.
- 3.9 **OTHER MEANS OF TRANSPORT:** The use of rail and/or water-based freight during construction is not considered to be appropriate at this stage.

4. PEDESTRIAN AND VEHICLE CONTROLS

The following measures will be put in place to protect pedestrians from construction vehicle traffic: -

- 4.1 **At the outset of the project,** *Pedestrians and vehicles have separate access to the site at the front entrance main gates. Pedestrians keep right after they enter the site towards the site office. Pedestrian fencing separates cabin and pedestrian access from work on site.*

5. VEHICLE LOADING, SECURING LOADS & VEHICLE UNLOADING (INCLUDING EXCAVATIONS)

- 5.1 **Vehicle loading** – Due to the nature of the site, there will not be a specific area that can be deemed the 'loading bay'. Throughout the project, areas that contain the least activity at due time will be cornered off and be the temporary loading bay. GCL management will inform trades where this area is in the daily DABS meeting, passing on this information to their traffic marshals, enabling them to show deliveries to the correct location.
- 5.2 **Securing loads** – Individual delivery companies will be responsible to maintain safe securing practice. This item will be important when excavation works will be taking place adjacent to the public highway. Glencar will ensure that the contractor on site will use additional barriers and position the machine between the excavation and the public highway, which will minimize the risk of any site waste/material entering the public.
- 5.3 **Vehicle unloading** – Reference Section 5.1. In addition, lorries are to be unloaded from the ground or where access to the bed of the lorry required an edge protection safety procedure is to be adhered to.

6. VEHICLE MOVEMENT

- 6.1 **Traffic Marshal** – Traffic marshal to be provided during high volume periods throughout the project for construction related deliveries. Role includes banking construction vehicles from estate entrance to site in a safe manner, organising construction traffic and maintaining site security by ensuring all site gates are always closed.
- 6.2 **Delivery and Visitor Arrivals** – Traffic marshal will alert site management of any deliveries/visitors. Deliveries proceed with caution to unloading area agreed. Visitors are to proceed directly to Glencar site office, access to site ONLY to be granted following GCL management approval.
- 6.3 **Staff and Operative Arrivals** – Operatives to enter site and park vehicles off the main road should the current parking allow. Operatives & Staff to sign in & out of the site office upon arrival and departure and are not to enter site until a site induction has been completed and site entrance is granted by GCL management.
- 6.4 **Delivery and Visitor Departures** – The on-site traffic marshal will assist with all delivery and visitor departures.
- 6.5 **Unloading Site plant and Materials**– Appropriate plant is to be used are used in the site to load and unload deliveries. Such drivers are required to be competent and experienced. The effectiveness of reversing warnings

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will be used. In addition, operators will have full visibility whilst reversing and are trained to move slowly and consider pedestrians whilst doing so.

7. SIGNAGE

The following signage will be deployed entering the site and within the grounds generally arranged as shown below:

- (i) 5 mph speed limit
- (ii) No reversing without Signaller
- (iii) Caution moving traffic
- (iv) No unauthorised plant past this point
- (v) Restricted area signs
- (vi) Keep clear
- (vii) No parking

Additional signage will be positioned to provide directions; the outline above is intended to indicate the positioning of safety signage to ensure clear lines of sight for arriving and departing vehicles is considered in signage procurement and placement.

8. LIGHTING

Site lighting and emergency lighting will be provided by Glencar. This will involve floodlights placed on top of the welfare cabin, site working hours to be kept within daylight hours where applicable.

9. DISTRIBUTION

Throughout the project the means on distribution of materials will be provided and outlined in trade RAMS for the safe handling of material utilizing site plant (eg. 360, crane, hoist, telehandler, etc.) and manual handling to be risk assessed out where possible.

10. VISITORS

GCL will be responsible for their visitor's health and safety. Visitors who have a valid business reason to visit the site must always be inducted and accompanied.

11. MARKED UP DRAWINGS

See marked-up drawing below to be displayed in the site offices.

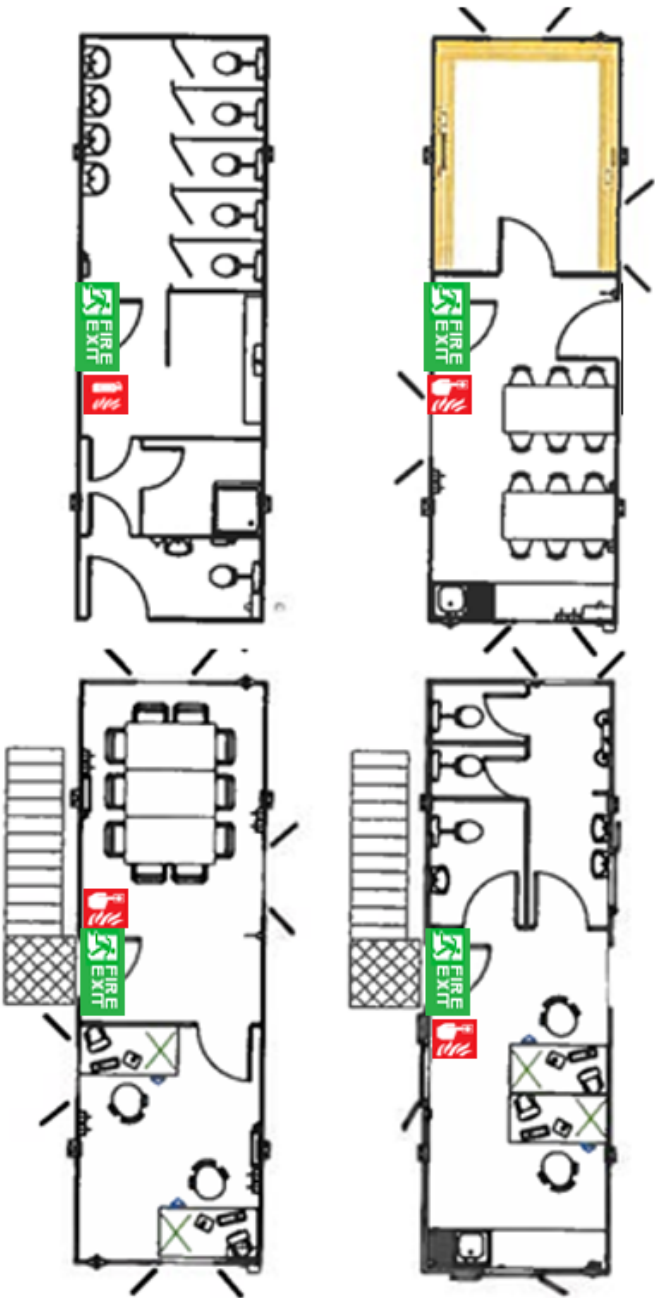
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CONSTRUCTION



- ## Highcroft

Welfare Fire escape



- Fire Exit
- Alarm point
- Fire Point

Highcroft

- ~ Site traffic must observe a maximum **5** speed limit.

~ All Site traffic must enter through the main site gates off North Crescent.

~ All Emergency Service routes are to remain clear along with any fire exits.

~ All Contractors must report to site security prior to site entrance and mileage should be recorded.
- ~ In the event of an emergency the assembly point is situated adjacent to the main site gates.

~ All lifting procedures to be followed when loading materials from delivery and must be placed in designated zone

~ Skip routes must remain clear and adequate access for removal vehicles

~ All delivery drivers to receive specific delivery induction prior to entering site.
- Rev A – C.P. Herron 17/07/23

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Sub contractors are also encouraged to use public transport when possible. . .

Highcroft