

# Construction Phase Traffic Management Plan

New Development at  
School Close,  
Knapton

## Document Control

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RH		JD			
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## 1.0 TRAFFIC MANAGEMENT

### 1.1 Objectives

The objectives of the Site Traffic Management Plan are to identify any potential risks and hazards arising from vehicles and plant on and around the site.

Risks / Hazards identified are then assessed to determine whether an alternative arrangement can be sought, or methods can be introduced to mitigate and minimize the residual risk.

### 1.2 Risk Summary

Ref	Risk Identified	Remove risk	Mitigating Methods	Action by
1.0	Vehicle / Plant strike another	Yes	Only one item of plant on-site at one time (if more than one, only one active item) If unavoidable, plant operatives are to arrange, under supervision of the site manager, practical measures to maintain safe works practise	RH/BD
2.0	Vehicle / Plant Pedestrian Strike	No	Physical barrier for pedestrian, banksman at all times during high risk activities. Site entrance to be well signed warning pedestrians of vehicle movement.	RH/BD
3.0	Mud / Debris on road	Yes	Site manoeuvring area to be hardcore surface (no mud / topsoil present) where possible.	RH/BD
4.0	Damage to buried service	No	Prior to all excavations, consult utility drawings and use trial holes to determine exact location and depth of buried services.	RH/BD
5.0	Overturning	No	Identify 'high' risk areas due to ground conditions and balance loads (using spreaders) where necessary. Where ground conditions are poor, no plant or equipment is to be used locally until an adequate sub-base has been reinstated.	RH/BD
6.0	Mechanical Failure	No	Ensure regular maintenance and thorough daily check / examinations carried out on-site – any defects are to be reported immediately and plant / equipment must be taken out of service.	RH/BD

Ref	Risk Identified	Remove risk	Mitigating Methods	Action by
7.0	Unauthorised Use	Yes	Issue keys to only trained operatives, all idle plant to have keys removed.	RH/BD
8.0	Manoeuvring	Yes	Ensure reversing is kept to a minimum and trained banksman is used at all times during high risk activities	RH/BD

### 1.3 Pedestrian Zones

Pedestrian routes will be segregated and maintained from vehicle manoeuvring areas. Public footpaths are to remain free from any obstructions **at all times**. Walkways will be identified on the **Site Traffic Management Layout Plan**.

### 1.4 Vehicles / Plant

The following Site Vehicles / Plant will be used for phase one of the project:

- 8t 360° Tracked Excavator;
- 8t JCB 3CX Excavator
- 14m Telehandler
- Forward Tipping Dumpers
- Site Vehicles
- 1200mm roller

All vehicles will have the following identifying items:

- Flashing Beacon (must be on at all times);
- Audible reverse warning;
- Roll over protection.

Only trained and competent plant operators will be permitted to using plant and equipment.

### 1.5 Drivers Rules

1. Only trained operatives are permitted to use plant;
2. No passengers must be carried on any plant or equipment;
3. All drivers / operators must carry out pre-start checks and report any defects in the vehicle log;
4. All drivers / operators must operate plant and equipment to their skill level / ability and only within manufacturer's instructions;
5. All drivers / operators must comply with speed limits, stop signs, loading restrictions and pedestrian accesses;
6. Hazard warning lights / flashing beacons must be on at all times;

7. All drivers / operators must remain in cab during operation of plant / equipment, unattended vehicles must be left safe and immobilised with the engine switched off;
8. No vehicles / plant / equipment must reverse onto public highways.
9. Whilst plant not in use, key must be removed to prevent un-authorised use.
10. Site Speed limit remains at 5mph.

## 1.6 Banksmen

Vehicle banksmen must be competent and trained to adopt the approved banks-person **Standard Signals** detailed in **HSG 144**. These signals are available in the Project Health & Safety Manual.

### Document Reference:

Standard Signals Document

## 1.7 Site Vehicle Entrance / Exit





A temporary site access and egress point (for large construction traffic) is proposed off Knaption Road. It is believed that this existing gap in the hedgerow has been utilised for previous works on the site. The entrance offers large construction traffic direct access off the main road and avoids negotiating the restrictive residential roads of Hall Lane and School Close. At all times, the access and egress point must remain unobstructed and clear for emergency vehicles to enter and exit the development.

This location has been chosen to help elevate possible disruption to Hall Lane and School Close and will prevent any obstructions when accessing or egressing the new car park.

All deliveries will provide site with an ETA so two banksmen can stand on guard awaiting the delivery to manage any traffic and see the delivery into site.

There will be no waiting or queuing permitted on Knaption Road, if access is not available drivers are to use designated waiting area as indicated below and agreed with the Parish.



Appropriate signage will be installed to warn on coming vehicles of site entrance.

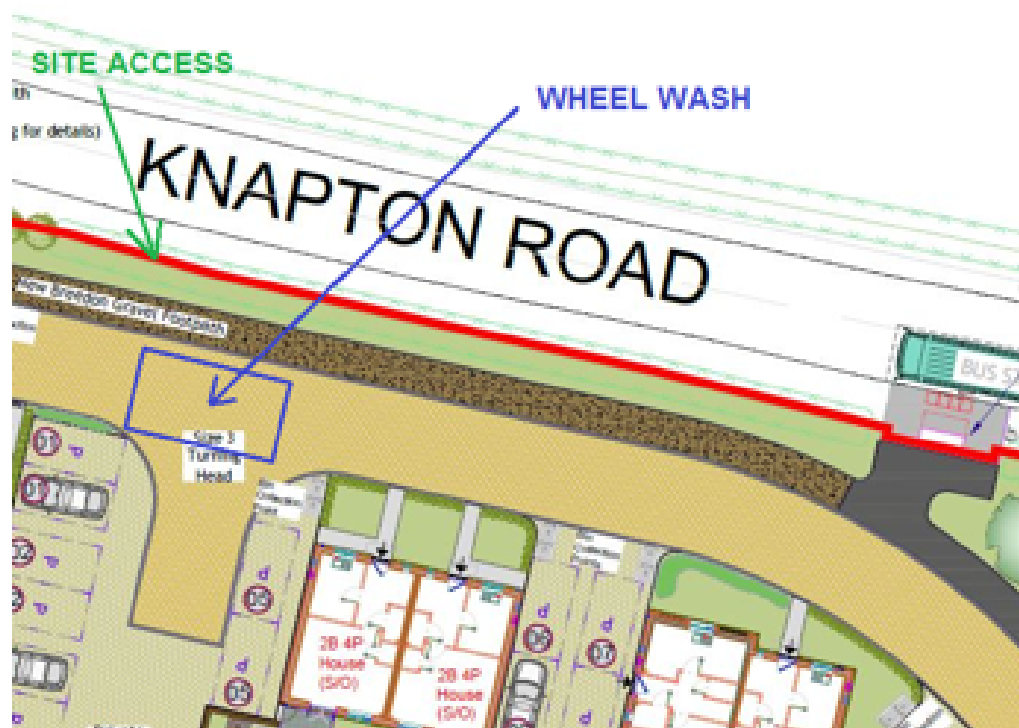
Hedges will be trimmed and maintained at all times so full length of road can be seen.

Heras fencing will be installed to prevent un-authorized access out-of-hours. A warning sign will be located on the gate to warn residents, delivery drivers and site visitors.

The agreed access of all site traffic including HGV and all other deliveries, site personnel and visitors will be via the B1145 running from the B1150 as shown in Figs 2.9.1 & 2.9.2. The prescribed access route, which follows the B1145, from the B1150, will be a condition of all supply orders and subcontracts, therefore other minor roads will not be impacted.

A log of regular drivers will be maintained, including records of agreements with organisations and the drivers to demonstrate their understanding of the prescribed access route. In the event of non-compliance, the subcontractor or supplier would be in breach of contract, allowing disciplinary action against individual drivers.

Wheel wash facilities (power hose & drainage point) will be provided at the entrance & exit point for utilisation of vehicles where required, additionally sporadic road sweepers will be utilised to ensure the entrance/exit point and immediate road surfaces remain clear of mud & debris.



Small vehicles (visiting cars, etc.) associated with the construction of the scheme will utilise the permanent access off School Close (once constructed). See **Site Compound & Construction Worker/Visitor Parking**.

A pre-condition survey of the roads adjacent the site including School Close and Hall Lane, will be undertaken by Rossi Long Consulting in the company of Norfolk County Council.

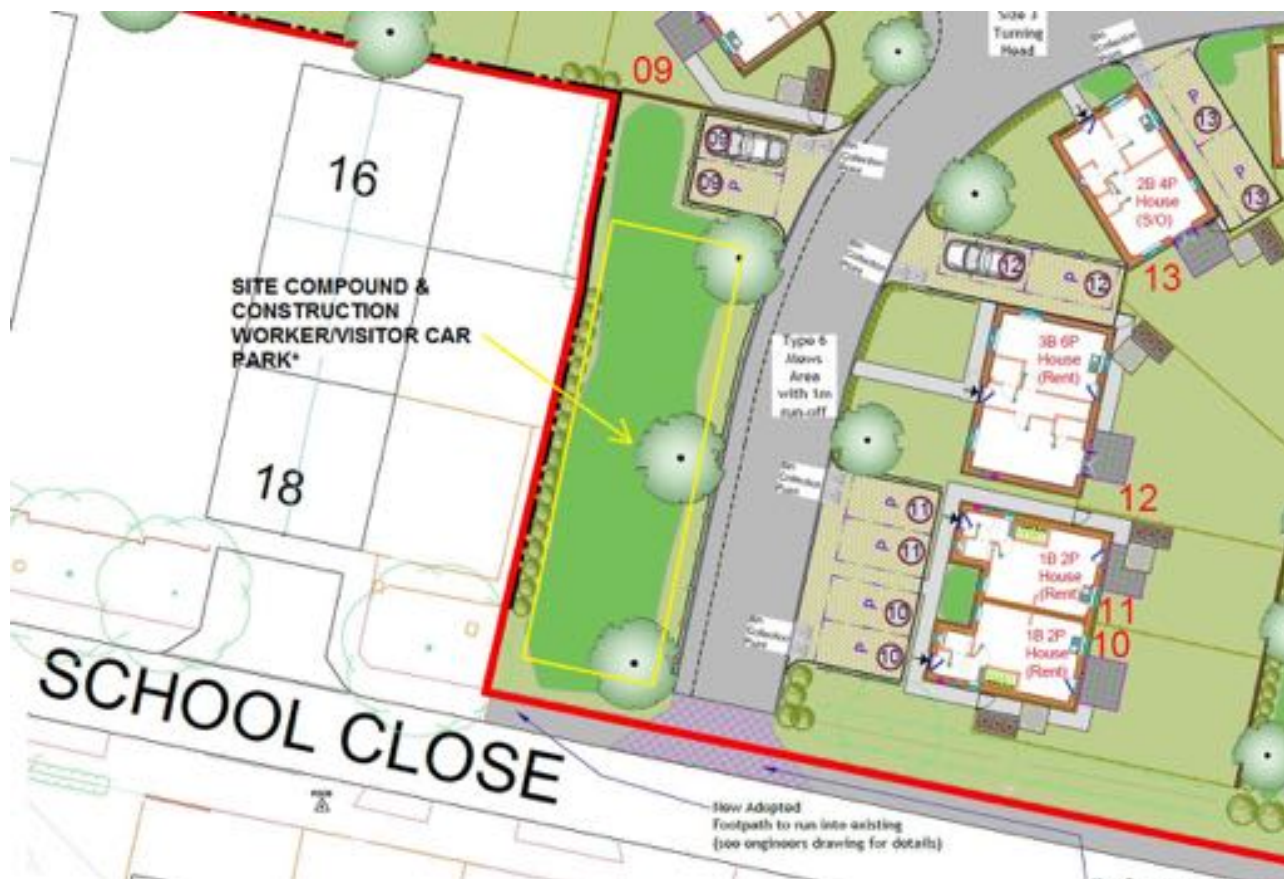
## 1.8 Loading /Unloading

All vehicles being loaded or unloaded will be off the highway and must be on stable, level ground and have additional support if necessary. An isolation zone surrounding the vehicle will be necessary in-case of un-stable loads.

Loading and unloading must be carried out by a trained and competent operator and have a trained and competent banksmen to assist.

## 1.9 Site Compound & Construction Worker/Visitor Parking

All materials shall be stored within the site compound as identified on the Welfare Layout unless distributed for imminent incorporation into the works.



\*No construction worker/visitor car parking will take place on the highways surrounding the site.

## 1.10 Re-Fuelling

All refuelling must be carried out at the designated fuelling point with a Spill Kit located within the immediate vicinity. Fuel tanks must be bunded with 110% capacity to mitigate the environmental risks.

## 1.11 Waste Reduction

The following steps will be undertaken to minimise the environmental impact of the development;

- Combined deliveries where possible to minimise vehicular movements and emissions
- Designated skips for specific materials i.e. rubble and plasterboard
- Off-site recycling of demolition material

## 1.12 Timing Constraints



Construction times will be between 07.30am – 17.00pm Monday to Friday (Machinery use between 08.00 – 17.00pm) and 08.00am – 12.00pm on Saturday.

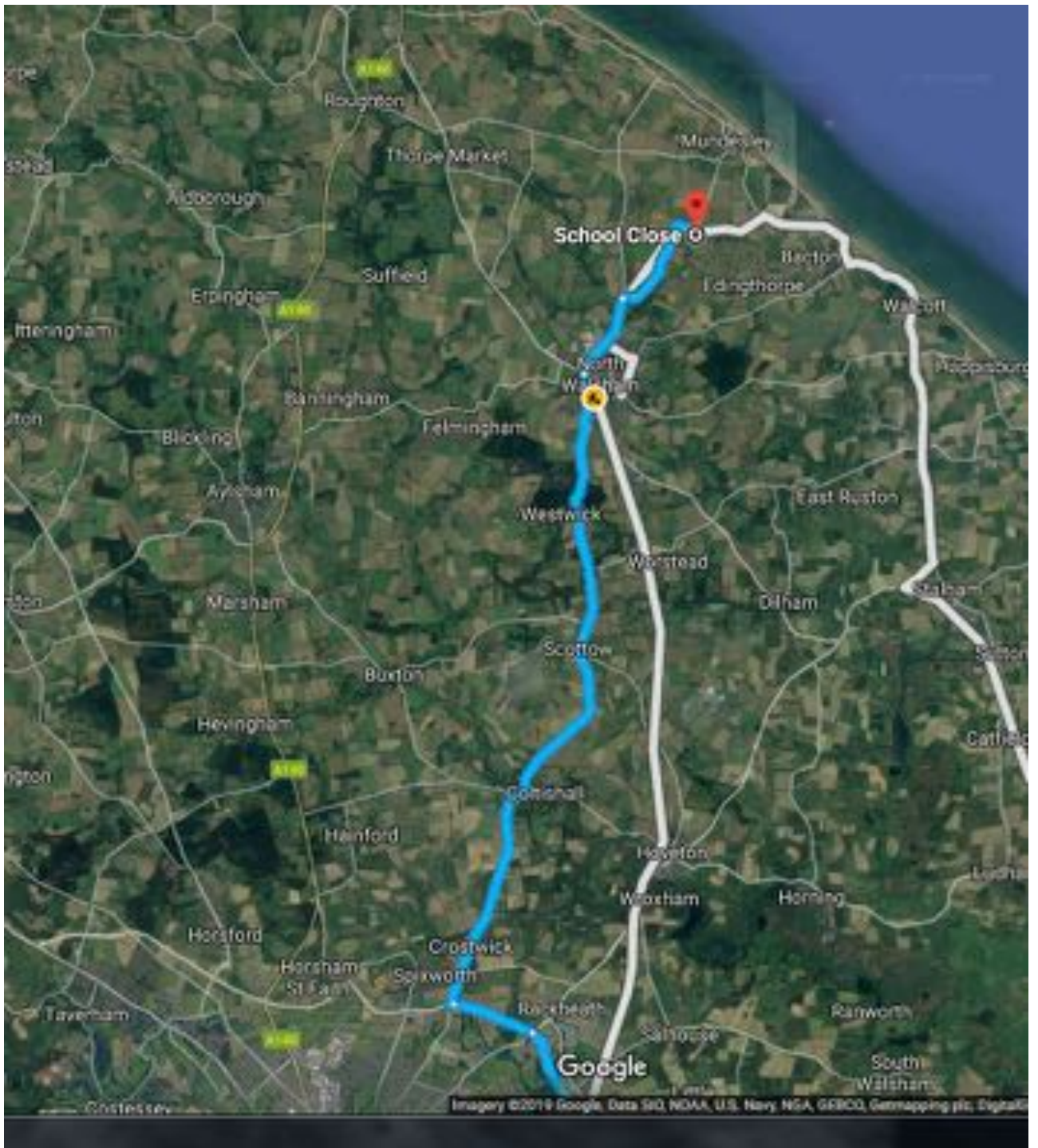
Delivery times to be from 9.00am – 15.30pm Monday to Friday only.

We will also do best endeavours to avoid clashes with the bus stop by carefully planning around the bus timetable,

Deliveries will be pre booked with the supplier and have an allocated time slot to avoid disruption to the surrounding area.

Any Deliveries or movements to site that are oversized or outside the normal parameters of vehicular deliveries to the site will be liaised with the local authority to allow for adequate consultation of all relevant parties and minimise any disruption, whilst giving adequate notice to anybody affected by the movement.





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