

Traffic Management Plan



Ref:	MM, TM
Issue:	1
Date:	12/10/21
Page:	1 of 5

This document is to be read in conjunction with the drawings produced, which will be placed on the Site notice boards. There contents will be explained in a toolbox talk and during the site induction.

Contract name:	Lincs Coop New Foodstore Barnetby Le Wold
Contract address:	Land Off Victoria Road Barnetby North Lincolnshire DN38 6HL
Client:	Lincolnshire Co-operative Ltd
Date:	12 Oct 2021
Prepared by:	Dean Sykes

Record of amendments and issue of controlled copies

Amendment no	Details	Date	Initials

Circulation

Construction Director: David Millard
Contracts Manager: Ash Cawdron
Site Manager: Dale Ellison Assistant:
Client: Mathew Wilkinson
Principal Designer: Framework Architecture & Urban Design Ltd
Local Authority Planning: West Lindsey District Council

Note: This initial Site Traffic management plan was produced on Tue 12th Oct 2021 in order to comply with the Construction (Design & Management) Regulations 2015 and Local Authority Planning conditions, in preparation for commencement for construction works on the above project. This plan will be reviewed throughout the duration of this project.

Legal Requirement:

Safe places of construction work

Regulation 17. — (1) There must, so far as is reasonably practicable, be suitable and sufficient safe access to and egress from—

(a) every construction site to every other place provided for the use of any person whilst at work; and

(b) every place construction work is being carried out to every other place to which workers have access within a construction site.

(2) A construction site must be, so far as is reasonably practicable, made and kept safe for, and without risks to, the health of a person at work there.

(3) Action must be taken to ensure, so far as is reasonably practicable, that no person uses access to or egress from or gains access to any construction site which does not comply with the requirements of paragraph (1) or (2).

(4) A construction site must, so far as is reasonably practicable, have sufficient working space and be arranged so that it is suitable for any person who is working or who is likely to work there, taking account of any necessary work equipment likely to be used there.

Traffic Management Plan



Ref:	MM, TM
Issue:	1
Date:	12/10/21
Page:	2 of 5

Traffic routes

Regulation 27.— (1) A construction site must be organised in such a way that, so far as is reasonably practicable, pedestrians and vehicles can move without risks to health or safety.

(2) Traffic routes must be suitable for the persons or vehicles using them, sufficient in number, in suitable positions and of sufficient size.

(3) A traffic route does not satisfy paragraph (2) unless suitable and sufficient steps are taken to ensure that—

(a) pedestrians or vehicles may use it without causing danger to the health or safety of persons near it;

(b) any door or gate for pedestrians which leads onto a traffic route is sufficiently separated from that traffic route to enable pedestrians to see any approaching vehicle or plant from a place of safety.

(c) there is sufficient separation between vehicles and pedestrians to ensure safety or, where this is not reasonably practicable—

(i) other means for the protection of pedestrians are provided; and

(ii) effective arrangements are used for warning any person liable to be crushed or trapped by any vehicle of its approach.

(d) any loading bay has at least one exit for the exclusive use of pedestrians; and

(e) where it is unsafe for pedestrians to use a gate intended primarily for vehicles, at least one door for pedestrians is provided in the immediate vicinity of the gate, is clearly marked and is kept free from obstruction.

(4) Each traffic route must be—

(a) indicated by suitable signs where necessary for reasons of health or safety.

(b) regularly checked; and

(c) properly maintained.

(5) No vehicle is to be driven on a traffic route unless, so far as is reasonably practicable, that traffic route is free from obstruction and permits sufficient clearance.

Description

This plan describes how the movement of traffic will be managed during the course of the works to carry out the construction of new Lincolnshire Co-operative Ltd Foodstore. This is the initial plan before works commence.

Traffic Management controls are now required for this phase of the project to ensure the safe movement of plant and vehicles during the construction phase. Maher Millard Construction site office will be situated in the site confines and there will be contractor parking area provided.

Site Access

The Site access is direct from Victoria Road. There is a Rail Bridge height restriction when turning right out of site heading towards M180 which displays a maximum passage height of 14 feet 6 inches (4.3 metres). When exiting site there is restricted vision of vehicles from the left vehicles must leave site onto Victoria Road in a forward motion. There is no stopping on Victoria Road. Caution of pedestrian right of way shown in green. Hera fencing barrier will be installed to segregate pedestrians from vehicles.

Traffic Management

All Site personnel will receive a toolbox talk given by site management explaining this document and the procedures to be implemented on site regarding traffic management and a record will be maintained. This shall include information on the hazards associated with working in a live environment and the general provisions that shall be made for the protection of the public and pedestrians. The induction shall also include all relevant information relating to working close to the Network Rail boundary and shall also include:

- Site access and egress
- Rail Bridge / Network Rail Boundary
- Parking restrictions.
- Speed restrictions.
- Exclusion zones (Network Rail)
- Restricted vision of road when exiting site
- Access onto site and the location of the compound area.
- Deliveries including delivery times.
- Vehicle movement, which will include loading and unloading operations along with the provision of a banks man.
- Cleanliness of the public footpaths and highway; possible use of washdown area
- Site security and signage.
- Protection of the public / pedestrian footpath right of way
- Peak traffic times
- First aid and emergency procedures; and Site rules.

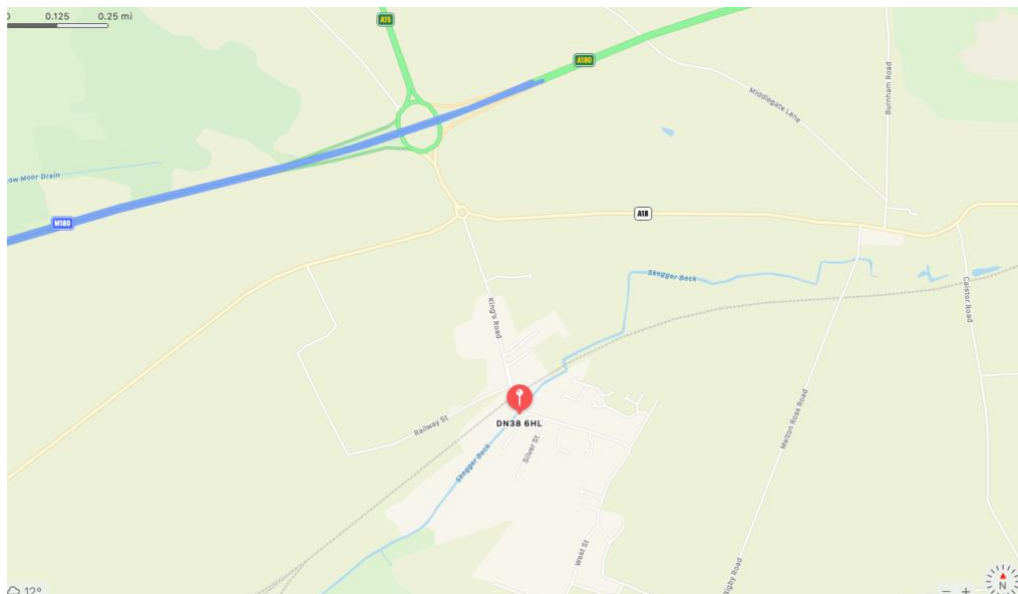
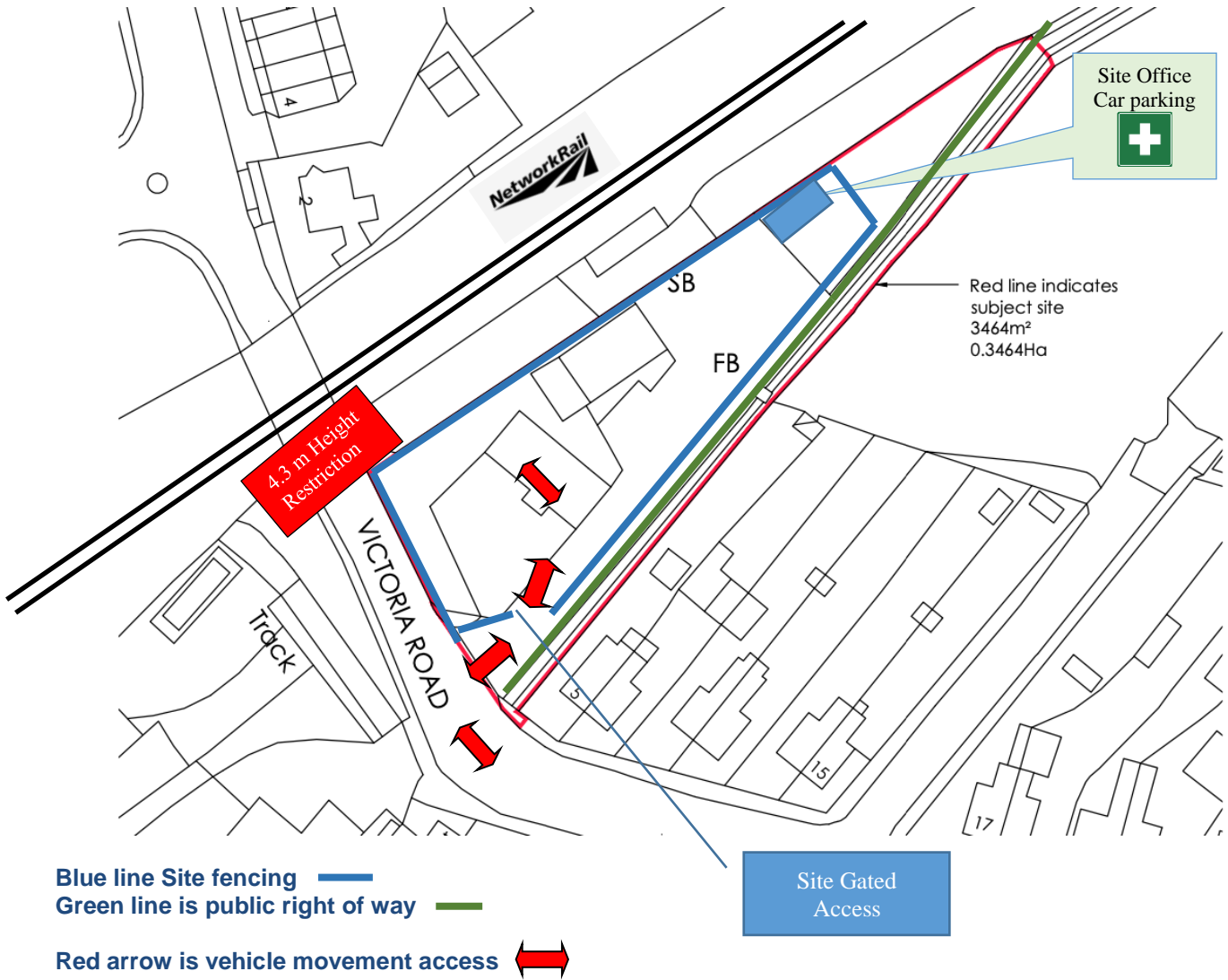
During the induction / Toolbox Talk all personnel will be briefed on the respective traffic management plan and its implementation will be explained. We shall endeavour for minimum disruption to residents occurs on the project due to the environment in which the works will be taking place, with particular attention being paid to the segregation of our works from that of the local residents and the continuous monitoring of the increased traffic movement in the area.

Traffic Management Plan



Ref:	MM, TM
Issue:	1
Date:	12/10/21
Page:	3 of 5

Site Layout Plan



Traffic Management Plan



Ref:	MM, TM
Issue:	1
Date:	12/10/21
Page:	4 of 5

Delivery and Movement of Materials

Suppliers and skip vehicles will be provided with a copy of this plan and made aware of site restrictions; deliveries will be scheduled to avoid peak traffic times. Where possible. They are to phone the site management prior to arrival and arrival at site park up within the confines of site a gate person will open upon arrival and be escorted by a Vehicle Marshall to the designated un-loading area. A banks man will supervise the movement of skip wagons and delivery vehicles onto the site area, the banks man will remain in place whilst materials are placed within the site compound and when skips are delivered or removed. This is to ensure the safety of pedestrians and users of the highway priority will be given to pedestrians at all times and our operations will cease until they have passed our area of works.

Contractor Parking

Site personnel's vehicles shall be restricted from parking at the roadside. It is intended to establish a contractor parking area on site this will reduce congestion on the main access route Victoria Road.

The management and control of traffic during the works shall be of high priority and it is our intention to ensure that the public right of way pedestrian route is demarcated using barrier fencing and are kept free from obstruction during the works. The traffic management plan shall be updated as the works progress or if site conditions change dramatically increasing the risk to users of the highway, the general public and local residents.

The skips will be removed on a regular basis with once again the vehicles movements supervised by a banksman. All footpaths and roads will be once again kept free from debris and safety signs will be in place warning third parties of the activities taking place and speed limits.

Safety signs will be placed at vantage points to make the general public aware of the activities taking place.

Consideration will be given to the occupants in the adjacent properties and that of the local residents. No operatives are to stray into occupied areas without authorisation.

Working construction areas must be secured using heras fencing securing construction works.












Resources

Key Personnel	
Construction Director	David Millard
Contracts Manager:	Ash Cawdron
Site Manager:	Dale Ellison
Assistant Manager	
Safety Consultant	Dean Sykes & James Whelan (Hunt & Sykes Safety Ltd)
Banksman:	TBC

Vehicles & Plant	Labour	Materials
Skip Wagon Delivery Vehicles Telehandler	Site Manager & Assistant (SMSTS) Tradesmen & Operatives – up to 20	Building Materials/Equipment Traffic Management, signage fencing / barriers

A copy is to be displayed on the Safety Notice Board with a marked up drawing

Site Traffic Rules

	<p>When entering the Site there is a maximum speed limit of 5mph in operation where construction operations are taking place signage will be placed.</p>
<p>Site Office</p>	<p>All visitors and deliveries must park up at a safe place in the site confines and are to report to the site office. Contractors must only park in the designated parking areas on site.</p>
	<p>All pedestrians must use identified walkways and crossings where available.</p>
	<p>The Unloading Area is out of bounds to all personnel un-less authorised for unloading purposes. Personnel not directly involved in the loading / unloading restricted from the area whilst the operation is taking place.</p>
	<p>All personnel, including delivery personnel shall wear high visibility garments and safety footwear at all times when on site.</p>
	<p>All plant and vehicles working on or delivering to site shall have fitted clean, undamaged reversing mirrors or operational CCTV reversing cameras.</p>
	<p>Reversing movements of vehicles and plant on site where the operator/driver has restricted visibility shall only be undertaken under the guidance of a competent banksman.</p>
	<p>All vehicles should manoeuvre and exit onto the highway Victoria Road in a forward motion where possible. All suppliers will be made aware of site restrictions and a copy of site traffic management forwarded to them they are to phone the site manager or assistant upon arrival at site to be guided as required.</p> <p> Tel: 07983 770769 Dale Ellison</p>
	<p>There is to be no climbing on vehicles where there is no suitable edge protection provided.</p>
	<p>All mobile ride on plant will be fitted with amber beacons and mirrors to enable all-round vision only authorised and certified personnel are to operate the machinery. Stop when vehicles are reversing.</p>
	<p>All vehicle with telescopic boom must position sufficient distance from the Network Rail Boundary to ensure if there was a failure and collapse it would not encroach onto Network Rail land.</p>