Contract: Contract Title BB Metropolitan Centre Contract Number: BC09174

TRAFFIC MANAGEMENT

Introduction

This method statement details the procedures to be followed on the project for the effective management of traffic, and segregation / protection of pedestrians. Included are the intended methods of providing relevant information to persons on site.

Emergency Services Details

It has been noted that the area surrounding the site is a busy town centre shopping precinct close to a transport interchange.
Henry Boot will ensure, through a process of induction, information signage and policing, that access roads around the site remain clear of obstructions at all times, and that site personnel do not take up spaces on this access to site or the main road, potentially causing obstruction.
It will be ensured that at all times there is sufficient space to allow any emergency vehicles drive on to site.

Safe Workplaces

It is the intention on this project to provide traffic management systems which control hazards as far as reasonably practicable and indicate good management practice.

1. **Pedestrian and Vehicle Separation:**

Pedestrian Routes

It is the intention on this site to provide designated pedestrian routes as appropriate to keep site traffic and pedestrians separate. It is inevitable that the designated route will change from time to time due to the construction details and sequence of work and this will be reviewed on a regular basis.

The work area is located within the old Metropolitan centre so there will be no traffic to contend with on most of the site. The external works area for this phase will be limited to the Cheapside and May Day Green facades. Vehicle movements will be minimal and will be restricted mainly to delivery vehicles, skip movements and crane visits.

Temporary walkways will be kept free from obstructions. All such routes will be regularly maintained and continually reviewed to ensure they are appropriate to the work in progress.

Pedestrians will be directed along the pedestrian routes by means of appropriately positioned signage.
The proposed position of temporary welfare facilities will be separated from site as it will be in the old Hague's compound area on Lambra road. Pedestrians are able to move freely and safely through this area with no risk of injury. The second welfare area which is situated in the basement will be segregated from the surrounding area with barriers.

In general terms, it is anticipated that traffic flow around the site will be minimal and that the precautions specified in this plan will provide satisfactory segregation.
This will however be subject to regular review dependant on the magnitude and interface of all planned construction operations and their potential impact on the plan.

The responsibility for ensuring the safety of pedestrians will rest with the operative or banksman in charge of the machine or delivery vehicle.

All personnel will be informed of the risks associated with passing operational plant during the site induction.

Everyone on site has a responsibility to protect their own safety.

Vehicle Routes

The access to site will be off Cheapside via New Street and will remain for the duration of the project. The basement service area will also be used for access with existing routes and procedures being observed by all drivers.

Designated access points will be as detailed on the attached sketch, all delivery vehicles will use these for the duration of the project.

It is anticipated that the majority of deliveries to site will be on rigid wagons and will be directed to the basement service area wherever possible. Due to the nature of the site delivery vehicles that do need to access at ground level will approach via New Street and exit via May Day Green, all vehicle movements will be managed by a banksman. Under no circumstances will vehicles be allowed to reverse back on to the pedestrian precinct. Access to the Cheapside precinct entrance will be at restricted times which are prior to 8am and after 5pm

The speed limit for all site vehicles will be 5 m.p.h.

The designated area for the parking of staff / visitors' vehicles will be in the office compound adjacent our site accommodation. Due to the tight nature of the site no parking will be allowed on site. Contractor parking will be in the town centre public car parks. Contractor's vehicles will only be allowed on to the site with HBC permission for loading / off-loading purposes. This will be kept under review for the duration of the project and additional areas identified and established to suit demand.

Drivers of delivery vehicles will also be advised of the requirements through a list of rules issued to individual material suppliers and sub-contractors.

There are no identified overhead cables on site which could have an impact on the designated traffic routes and therefore no additional control measures are considered necessary. There are some identified underground services on site which should not affect traffic movement. A section of the site is situated above the market basement (the indoor market hall) which has a weight restriction on the existing slab. All vehicle movements around this area will be strictly controlled to ensure the slab limit is no exceeded. Vehicles accessing the basement will be advised of the height limit prior to arrival.

The site is close to a level crossing and live rail line but the proximity is not close enough to consider that special measures need to be taken at this point.

2. Loading and Storage areas:

The site area is restricted by the site boundary and adjacent access roads. All materials will be stored on site in designated areas as the work proceeds and to suit safe material storage and subsequent handling points. Materials will be offloaded as close as possible to the workface to prevent un-necessary trafficking across the site. It is inevitable however that due to the type of materials involved in the construction of the project that there will be a requirement to double-handle some materials. The basement area will be used as the main storage area with materials being distributed from this point throughout the building.

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3. Public Protection:

It is not anticipated that the general public will need access to site. A gateman will be assigned responsibility for vehicle entrance to the site. Pedestrian access will be via turnstile gates which will require individual access cards to gain access to site. The entrance to site will be kept tidy and safe at all times. Appropriate signage will be posted on the site entrance warning the general public and children of the risks of entering a construction site.

It is anticipated that the majority of personnel who require access to the site will arrive in motor vehicles or vans. These personnel will be inducted on their first morning on site and advised where to park and to be aware of the presence of members of the public when approaching site to load and unload.

Secure site hoarding will be maintained to the full boundary of the site. The gates will be secured at all times to prevent unauthorised access - in particular by children. We do not plan to have a security guard on site for the full duration of the project although this situation will be kept under review. Monitored CCTV will be installed to the perimeter of the site.

All site plant / vehicles will be parked in a suitable area of the site at the end of the shift or returned to the site compound with keys locked away securely to prevent the potential for vandalism and unauthorised use of site vehicles.

4. Information:

Site specific delivery instructions to each supplier and subcontractor will be issued to inform all drivers of the site rules for the safe use of access routes. This will be supplemented by verbal instructions on site and site inductions as appropriate for plant operators.
These control measures will be monitored and adjusted accordingly if required.

If there are any changes required to the site traffic routes, they will be communicated to the workforce through a brief induction and posting of sketches on site office notice boards and canteens.

Safe Vehicles

5. Vehicle Selection

The managers on this site are directly responsible for the procurement of plant and equipment. It will be the policy of this site wherever possible to use plant and equipment that is nearly new and well maintained.

This will minimise the need for maintenance, reduce the risk of plant breakdowns and the impact that this has with regard to environmental issues and machine downtime.

The site is fairly level and should not present much difficulty in satisfying criteria for vehicle selection from a number of plant operators and suppliers in the local area.
It is envisaged that the site will use a variety of vehicles during the construction period, a forklift truck may be required for general off-loading duties and distribution around the site.

It is recommended that the potential items of plant selected for the project is finalised through a site inspection carried out by a specialist representative of the plant supplier or operating company. It may also be appropriate from time to time to carry out a temporary works design for some aspects of the work such as craneage, depending on localised ground conditions and the size and weight of the lift.

Drivers should ensure that all vehicles are provided with adequate audible and visible means to warn and protect pedestrians. It is also important that parking brakes are maintained in good condition to prevent the risk of vehicles moving whilst unattended.

It is clearly vital and the policy of this site, that that the right type of vehicle is selected for the job that is capable of performing its designated tasks in a controlled and safe manner.

6. Vehicle Inspection and Maintenance

Construction vehicles often operate in harsh and demanding environments and it is important that effective maintenance regimes are adopted to keep all plant in good working order.

Individual plant operators will be responsible for carrying out daily checks and inspections reporting any faults found to their supervisor so that timely corrective maintenance or repairs can be carried out.

An entry will be made in the site safety compendium by individual drivers for all plant used on site for excavation or lifting operations. This will be completed on a weekly basis.

All drivers will be encouraged to report defects or faults with plant and vehicles to ensure that problems are put right.

The site supervisors will establish a plan with the individual plant suppliers to ensure that all plant is routinely maintained in accordance with the manufacturer's instructions.

Safe driving and Work practices

The site team will promote safe driving and working practices amongst all plant and vehicle operators employed on site to include, but not to be restricted to reversing, loading and signalling.

7. Reversing:

All personnel on this site will be inducted to make sure that they are aware that all vehicles must be accompanied by a banksman while carrying out reversing manoeuvres. The site team must be vigilant of this and take the appropriate corrective action on a day-to-day basis.

All material suppliers and subcontractors will be notified of our requirements through the issue of the document 'Additional safety notes for delivery drivers' as attached to this plan.

Wherever possible the vehicles will be driven onto and off of the site as detailed on the traffic route plan attached, this will only be possible in the basement area. It is inevitable that during the course of construction that at some point there will be a need for vehicles to access Cheapside where they will have to reverse. This element will be controlled by banksmen whenever it is required.

8. Loads:

Wherever possible, vehicles will load and unload on fairly level surfaces with due regard to the activities that are taking place around them. Loading areas will be established and then materials transported around the site as necessary.

At all times the drivers responsible for loading and unloading should be aware of their surroundings and pedestrians and where applicable, drainage trenches or obstructions on site.

There are no overhead or existing underground services on this site that require additional protection as far as traffic movement is concerned.

No driver should ever lift beyond the vehicles safe working capacity.

It is not anticipated that the site will receive any loads of materials carrying with them a significant hazard. If this changes at any time then specific precautions will need to be taken by the site team.

It is anticipated that some vehicles such as excavators and the like will be delivered to site on low loaders. Special arrangements will be made as appropriate to ensure that disruption on site and to local roads is kept to a minimum. This may involve deliveries at the beginning