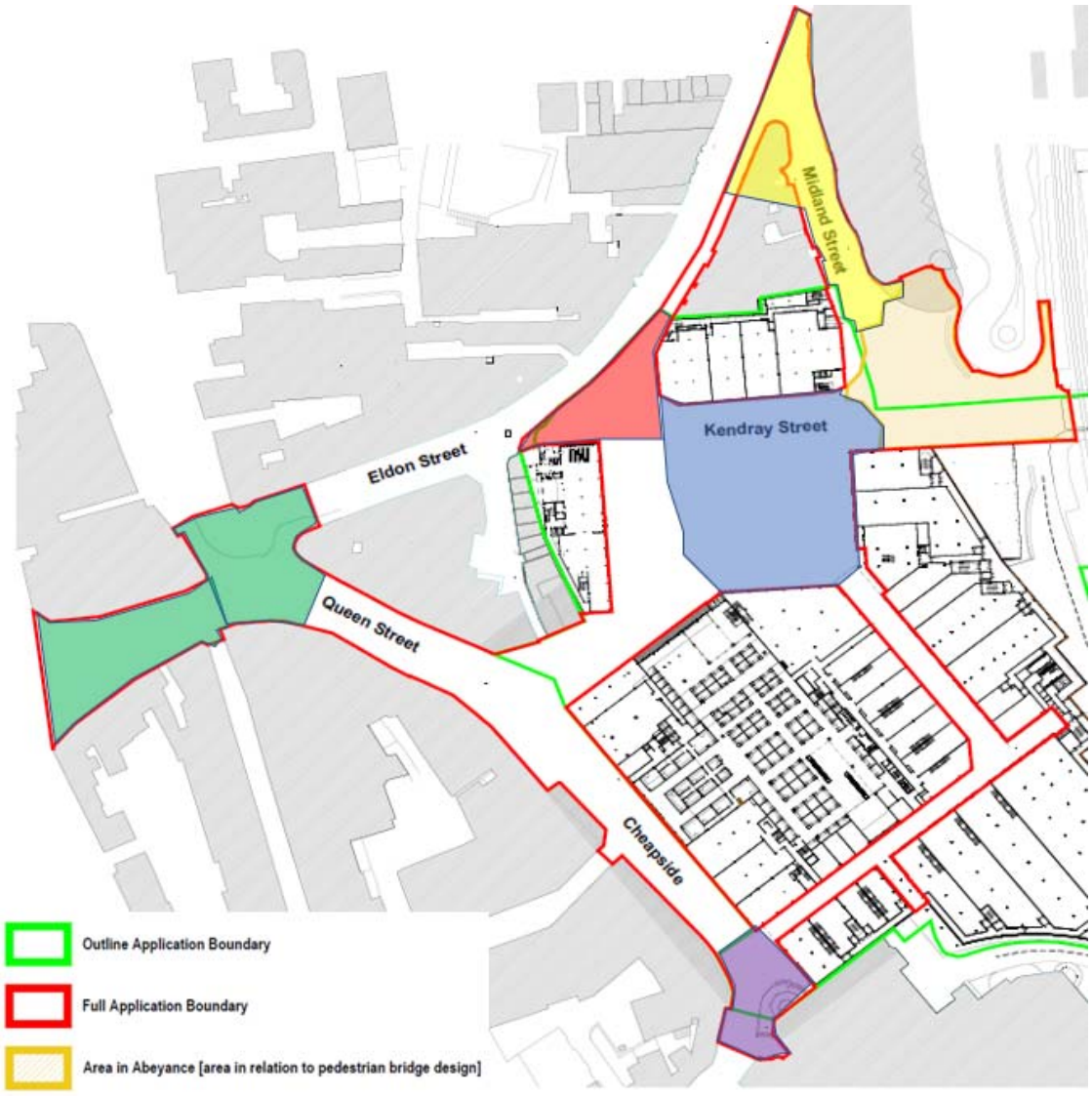
Contract Title: Glassworks Phase 2 – Public Realm Contract Number: BC09194

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.

The site is split into a number of areas shown below that are phased into the overall Glassworks project. An initial plan of the public realm works is shown at the rear of this document and will be updated as the project progresses and will be displayed on site and recorded in the Construction Phase Plan.



Emergency Services Details

The site is in a town centre environment with a transport interchange in the vicinity.

Henry Boot will ensure, through a process of induction, information signage and policing, that access roads around the site remain clear of obstructions, and site personnel do not take up spaces on this access to site or the main road, potentially causing obstruction.

It will be ensured that there is sufficient space to allow any emergency vehicles drive on to site in the unlikely event this is required.

Free access around site for emergency vehicles will be maintained.

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

Designated pedestrian routes will be provided 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 areas are segregated from the public by means of hoarding and/or heras fence panels with gates preventing unauthorised access into the work areas.

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 located in the public square site compound area (see plan at the back of this document). Pedestrians can move freely and safely through this area with no vehicle interface.

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, this will be closely monitored by an onsite safety manager.

In addition to the above 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 / Deliveries to site / Parking

Access and egress points for vehicles will be clearly shown on the plan with the central public square area accessed from Eldon Street.

Designated access points will be provided for all delivery vehicles depending the location of the public realm works. Large deliveries will be coordinated through delivery booking records that will allocate time slots to prevent vehicle build up and congestion. Drivers of delivery vehicles will also be advised of the requirements through a list of rules issued to individual material suppliers and sub-contractors.

Vehicle movement outside of the boundary hoarding will be managed by banks person. Vehicle reversing will be restricted to inside the site boundary, although turning circles will be provided to minimise this where possible.

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 within the site confines adjacent to the office and welfare facilities. Although the site is widespread there will be on-site parking is not possible. Contractor's vehicles will only be allowed on to the site with HBC permission for loading / off-loading purposes and these will be closely controlled by a security / gate person.

Contractor parking will be in the site compound where room is available, at arranged alternative offsite parking such as the compound at Harborough Hill Road or within public car parking when this is not possible. This will be kept under review for the duration of the project and additional areas identified and established to suit demand.

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.

Underground services are located on site although we do not anticipate an impact on traffic movement.

The site is close to a level crossing and live railway line, but the proximity is not close enough to warrant special measures being instigated. The crossing was previously closed by others during our works to facilitate a temporary bridge and subsequent permanent bridge later, this work will not affect the flow of traffic to and from our site.

2. Loading and Storage areas:

The site area is restricted by the site boundary and adjacent access roads. Most materials will be stored on site in designated areas as the work proceeds and to suit safe material storage and subsequent handling points. Future materials will be stockpiled at a compound at Harborough Hill Road and brought to site as required. Materials will be offloaded as close as possible to each workface to prevent un-necessary trafficking across the site.

It is inevitable however that due to the space on site and type of materials involved in the construction of the project that there will be a requirement to double-handle some materials, so this will be minimised by just in time deliveries managed through an electronic delivery booking system.

3. Public Protection:

Public will not be able to access the site. A gate person will be sited at the main vehicle gate at the Eldon Street entrance to the site. The entrance to site will be kept tidy and safe at all times.

Appropriate signage will be posted at the gate and in key places around the site warning the public and children of the risks of entering a construction site.
Most of the personnel who require access to the site will arrive in small vans. These personnel will be inducted on their first morning on site where they will be 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 and/or fencing will be maintained to the full boundary of the site. The gates will be secured out of normal working hours to prevent unauthorised access. Security cameras monitored externally to the main site will be employed to ensure the site remains secure, and requirements for further security kept under review.

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

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

Specialist contractors will be 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 aid in minimising noise and disruption to the public.

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

The site areas are fairly level and should not present much difficulty in satisfying criteria for vehicle selection from multiple 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 telehandler 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 and proximity to network rail.

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 can perform 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. The safety manager will check all plant test certification as it arrives and maintain a log to ensure it is kept up to date.

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. Methods to safely maintain the plant must be adhered to I a safe zone.

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 the site as detailed on the traffic route plan attached. It is inevitable that during construction that at some point there will be a need for vehicles to reverse and it is this element that must be controlled.

8. Loads:

Wherever possible, vehicles will load and unload on 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, excavations 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. This is to be controlled by the safety manager.

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 or end of the working day when site activities generally have come to an end. This will also ensure that the risk to the workforce is minimised.

9. Drivers:

It will be a requirement that all personnel employed to drive plant and equipment on this site must give evidence of training (e.g. CTA / CPCS Plant Card) and present a valid driving license before they can drive vehicles on site.

The only drivers who will not fall under this umbrella are those that deliver to or remove materials from site.

This information will be obtained through the induction procedure and a current copy kept in the safety information file.

Requirements for future training will be kept under review by the site and addressed as necessary to ensure that we have a suitably trained workforce in this respect.

10. Signallers:

As stated earlier, it will be a requirement of the site team to ensure that all reversing vehicles are suitably escorted onto site. This site rule will be advised to all personnel on site via the site induction process.

It is expected that the signaller will be suitably competent as to ensure the safety of pedestrians on and around the site as well as their own safety.

Safe working practices for Specific Vehicles

This section covers safe working practices for the operation of common construction vehicles found on site.

11. Site Dumpers:

There is a requirement for the use of site dumpers on this project during excavation and groundworks operations.

Dumpers will be hired in from a reputable plant hire company and delivered to site in a well-maintained condition.

Only personnel with the appropriate level of training and a valid driving license will be allowed to drive dumpers on this site. A list of these personnel will be displayed on site office and canteen notice boards.

12. Lift Trucks and Telescopic Handlers:

There is a requirement for the use of a telescopic forklift on this project.

The forklift will be hired in from a reputable plant hire company and delivered to site in a well-maintained condition.

Only personnel with the appropriate level of training and a valid driving license will be allowed to drive a tele handler on this site. A list of these personnel will be displayed on site office and canteen notice boards.

The nominated forklift drivers will be responsible for ensuring that any faults with equipment are notified and dealt with promptly. They will also be responsible for making an entry on a weekly basis into the Lifting Appliances register in the Site Safety Compendium.

13. Excavators:

360° excavators are likely to be used on this site at various stages of the project. These will be generally hired in with a competent driver supplied from reputable local companies.

Care should be taken to ensure that people on site are kept away from the excavator by means of suitable barriers wherever there is a risk that people on site may be harmed by the operation of the machine.

At all times on this site it will be expected that machines work with competent banksmen to ensure that no unauthorised personnel access working areas and to ensure accurate positioning of the machine

14. Tipper lorries and lorry loaders:

Tipper lorries may be a requirement for bringing stone, aggregate and sand onto site at various stages of the project. These vehicles will be escorted to suitable tipping point by a responsible person. No articulated tipper lorries will be allowed on site.

Vehicle operators should ensure that an audible warning device is used during any reversing manoeuvre.

No maintenance of tipper lorries will be allowed on site unless it has physically broken down and cannot be moved. In this case a safe zone will be created.

The lorry drivers will be expected to stay in their cab whilst on site except for the need to seek advice on the required delivery point and to receive an authorised signature. When out of the cab, the drivers will wear relevant PPE.

15: Cleanliness

It is imperative that debris is prevented from access onto the highway and to prevent this we intend to keep each area tidy and free of loose material where possible if required jet wash facility on site until such time when a bituminous / concrete running surface can be installed. A road sweeper lorry and labour will attend site as required to ensure localised routes around work areas are clean. A large proportion of the public square has already been covered with tarmac for a storage area, this has kept dust levels down and for most vehicles, kept them running on a clean road surface at all times. During summer periods there's always a chance of dust, where this is likely on-site bowsers will be employed to dampen down the trafficked areas and minimise the chance of dust becoming airborne.

Managing Construction Transport

The management of construction equipment on site relies on senior management commitment to set policy and organise staff to ensure that careful planning is carried out, standards are set and maintained, and that performance is enhanced through experience and learning.

The site managers on this project will ensure that this ethos is installed in all active members of the site team.

Typical layout showing approximate locations of vehicle and pedestrian access points.

Similar newer versions of the site layout will be displayed around site as the layout changes throughout the build.

SEE NEXT PAGE

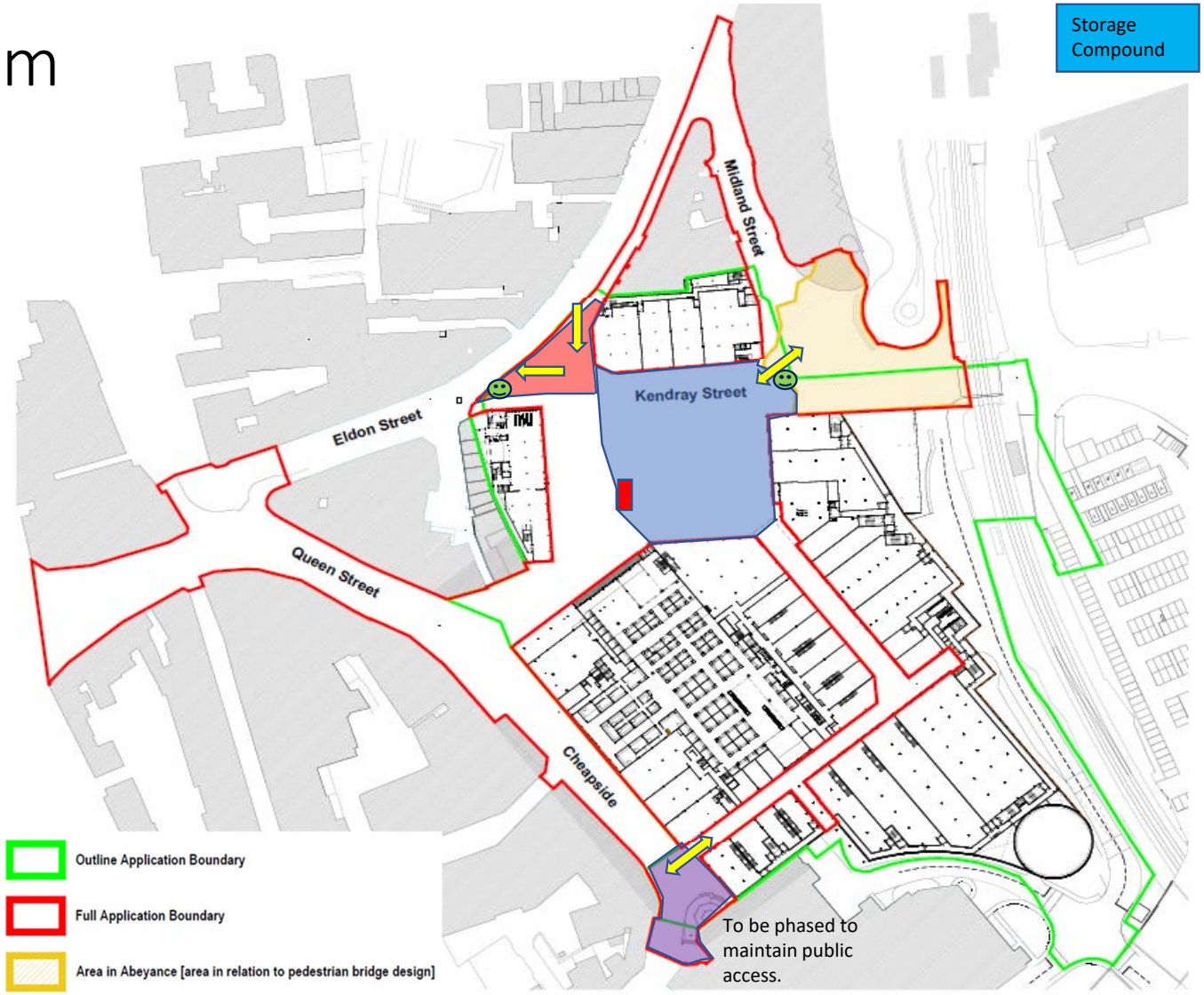
Glassworks Public Realm

Work Areas (in order of commencement)

1. Public Square
2. Alhambra Entrance
3. Eldon Street Triangle

Key

- Vehicle Access
- Pedetrian Access
- Welfare
- Offsite Storage (off Harborough Hill Road)



Glassworks Public Realm

Public Square Phasing

Rev - – 13/07/20

Sequence of Areas

1. May Day Green Compound
   Sept '20 – Nov '20
2. ZD/ZB inc. Steps
   Sept '20 – March '21
3. Water Feature
   Oct '20 – April '21
4. ZA
   Jan '21 – May '21
5. Eldon Street
   Jan '21 – May '21

