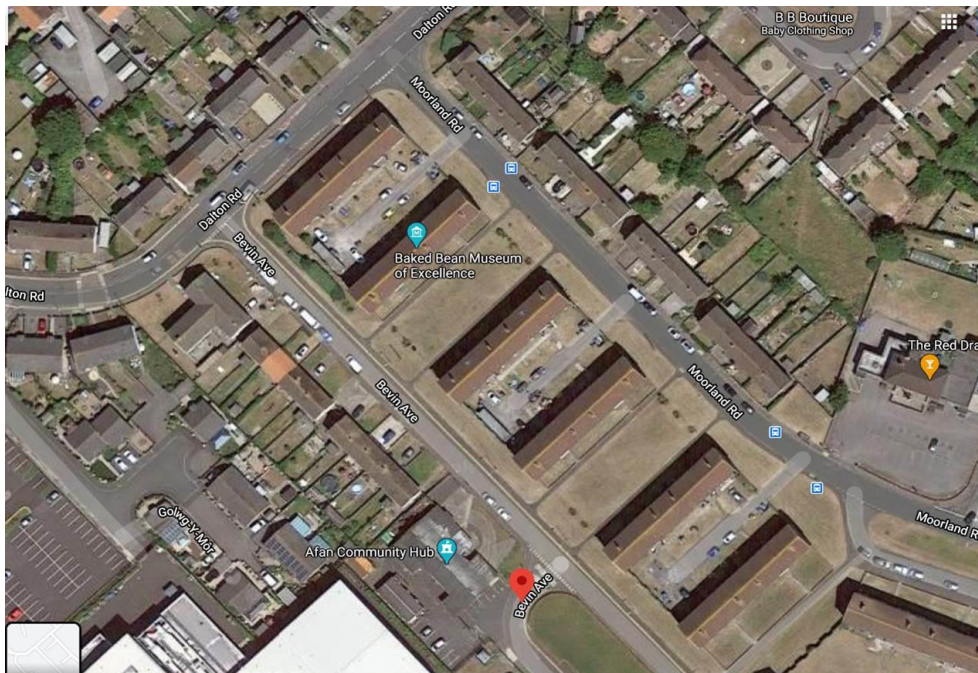


# Traffic Management Plan

## Redevelopment of County Flats, Aberavon



Revision 1

15/12/2020

Author MP Whelan

## 1 INTRODUCTION

### General

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- 2 General on-site Construction
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- 4 Construction Phasing
- 5 Construction Traffic Volumes
- 6-On-Site Traffic Plan

## Site Contact List

### Principal Contractor

JG Hale Construction Office

Telephone-01639-620240

### Site Manager

P Day

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Email; [KOM@haleconstruction.co.uk](mailto:KOM@haleconstruction.co.uk)

### Contracts Manager

K O Mahony

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### Health and Safety Manager

Mike Whelan

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Email; [Michael.whelan@haleconstruction.co.uk](mailto:Michael.whelan@haleconstruction.co.uk)

### Outline of the Development

The development consists of Refurbish the existing 72 flats externally to provide energy efficient homes. Construct 55 new homes, using modern methods of constructions ("MMC"), to provide energy efficient new homes. The Project is to be carried out in three Phases and consists of new external cladding and roofs,

It is always the priority of JG Hale Construction Ltd to maintain good relations with the local residents who live and work within the vicinity of the site. Where possible, the local community are kept informed of major construction activities taking place by means of letter drops or where applicable by a community liaison officer/person representing local residents. This keeps the local residents informed of any issues arising from construction activities, and any complaints will be treated fairly and expeditiously. For the County Flats development, a letter drop will be carried out to those properties which are surrounding the new development, and also those properties on Bevin Avenue, Moorland Rd and Dalton Rd which are on the proposed access route to the development.

### General on-Site Construction

JG Hale Construction Ltd have developed a system of Safety, Health, and Environment procedures which look at and cover all site activities and resulting environmental impacts that fall within current Health and Safety legislation. The current Safety, Health, and the Environment (SHE) manuals are kept on every Hale development. All activities on site must comply with the SHE documents. All statutory inspections are recorded on the relevant SHE System forms.

All sub- contractors must submit risk assessments and method statements for their individual activities, plus any licenses or permits to work required for daily activities. These are held on the development and are monitored to check that they are being implemented correctly.

All site personnel and visitors undergo a Health and Safety induction when first entering the development. The induction warns the person(s) of the works which are being carried out on a day-to-day basis on the development.

The standard F10 notification of site will be submitted to the Health and Safety Executive.

### Working Hours

JG Hale Construction Ltd will restrict the hours of work for all construction activities which are audible at the site boundary to the following:

Monday to Thursday: 08.00pm to 16.30am

Friday; 08.00pm to 15.30am

Saturday: 08.00pm to 13.00 hours am.

No work which is audible at the site boundary will take place on Sundays, Public Holidays, and Bank Holidays.

The hours of work will be clearly displayed in the site office and canteen notice boards. All site-based personnel will be informed of these hours at health and safety site induction.

## Location of proposed Project

Fig-1



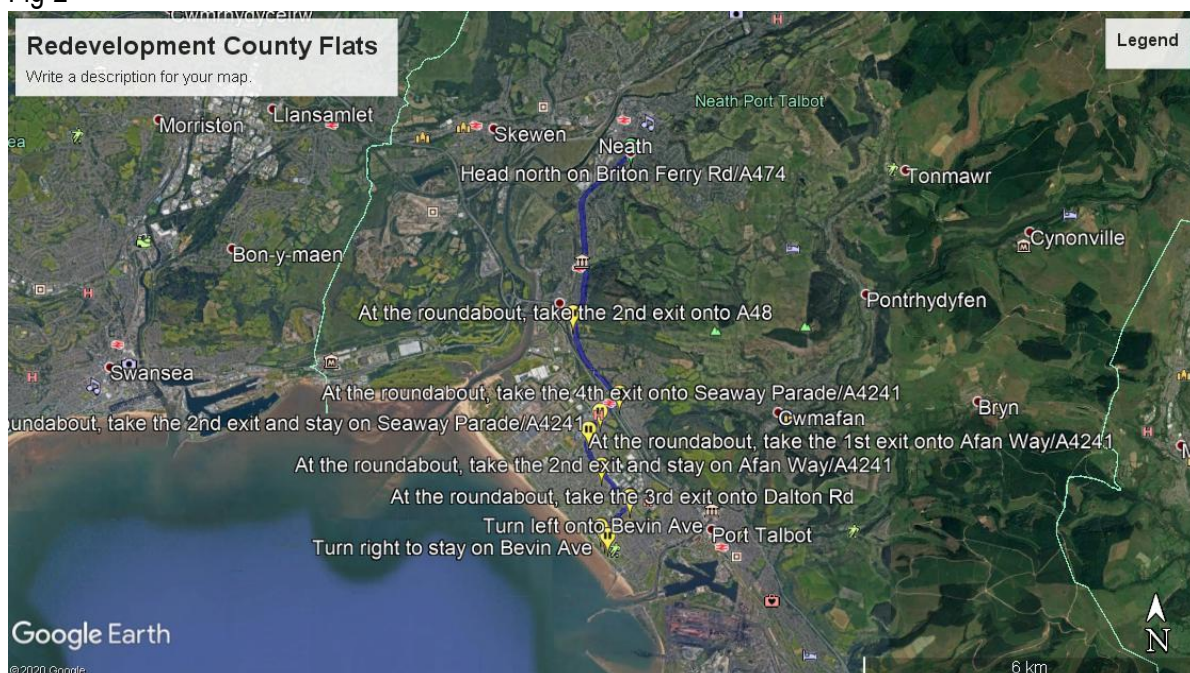
Sandfields (Welsh: [Traethmelyn](#)) is a mainly residential district of [Port Talbot, Wales](#). The area is located in [South Wales](#) on a narrow [coastal plain](#) between Mynydd Dinas and the sea. The [M4 motorway](#), [A48 trunk road](#) and [South Wales Main Line](#) run nearby. The area includes a [council estate](#), industrial areas and a seaside resort at [Aberavon Beach](#). Nearest Train Station is in Port Talbot,

### [Construction Traffic Routes](#)

JG Hale Construction will advise and request all of its suppliers to deliver materials to site using the preferred route set out on the Route Plan in Fig 2-1 of this document. The route plan and accompanying guidance note will be sent to all material suppliers, plus notification by means of message will be automatically printed to all material order forms as materials are requested.

Vehicle access routes are shown on the traffic management route plan in Fig 2-1. The preferred route to the development will be:

Fig-2



- 1-Head North on Briton Ferry Rd A474
- 2-At the roundabout take the 5<sup>th</sup> exit and stay on the A474 Briton Ferry Rd
- 3-At the roundabout take the 2<sup>nd</sup> exit onto the A48
- 4-At the roundabout take the 4<sup>th</sup> exit onto Seaway Parade A4241
- 5-At the roundabout take the 2<sup>nd</sup> exit and stay on Seaway Parade A4241
- 6-At the roundabout take the first exit onto Afan Way 4241
- 7-At the roundabout take the 3<sup>rd</sup> exit onto Dalton Rd
- 8-Then turn left onto Bevin Rd

### Traffic Management

JG Hale Ltd will instruct all of its suppliers and contractors that all plant and materials delivered to site should be loaded and unloaded within the development, and that no plant and materials should be loaded or unloaded on the adopted public highway. This will be enforced by the Site Manager to avoid disruption to traffic and/or inconvenience to pedestrians using Dalton Rd, Moorlands and Bevin Avenue

Delivery vehicles will not be allowed to reverse on the adopted highway and the adjacent estate roads. All reversing of delivery vehicles will take place within the development.

All deliveries would be brought into the development along Moorlands and Bevin Avenue and then into the development along to the site entrance, the delivery vehicle will be unloaded within the development, and the materials offloaded will be distributed to the appropriate storage facility or area egress will be along Dalton Rd.

Bulk materials will be store in the open within a bulk materials storage area, while other materials will be store in the site compound area. The locations of the site compound and the bulk materials storage area are shown on the attached drawing Location of Temporary Site Compound, Permanent Site Compound, and Wheel Wash

Facilities Drawing. A copy of this drawing will be attached.

The delivery vehicle would then be turned by reversing into the temporary vehicle turning area while being guided by the Gateman/Banks man, who will also operate the wheel wash facilities for vehicles leaving the development. Once turned, the delivery vehicle will then be able to drive directly out of the development and back on to Dalton Rd, the location of the temporary vehicle reversing area is also shown on the attached drawing,

To avoid congestion at the entrance to the development and to avoid delivery vehicles crossing on Bevin Avenue the number of delivery vehicles allowed to access the development at any one time will be controlled. To control the number of delivery vehicles accessing the development, a call up procedure will be put in place where any delivery vehicle will be required to contact the Site Manager prior to arriving at the development for permission to precede to the development.

The Gateman/Banks man will be responsible for managing the entrance and exit of the delivery vehicles from the development and will inform the Site Manager when a delivery vehicle has left the development.

The Gateman/Banks man will also inspect the adopted carriageway, kerbs, and footpath once a day from the gates of the development to the junction of Moorlands Rd and Bevin Rd. The Gateman/Banks man will make a note of any damage to the adopted carriageway, kerbs, and footpath, and inform the Site Manager as to the nature and location of the damage.

### Road Sweeping and Wheel Wash Facilities

Road brush vehicles will be used to sweep the temporary site roads, permanent estate roads, on Moorlands Rd and Bevin Rd on a regular basis to prevent any discharge of dust, mud, or silt onto the public highway.

It is anticipated that the roads will be swept twice a week in normal circumstances, usually on Wednesday, and Friday. However, this may change due to circumstances on site. For example, if earth moving operations are taking place, it may be necessary to sweep the estate roads on Moorlands Rd and Bevin Rd every day. Likewise, the frequency of sweeping may decrease to once a week as the estate roads is completed and construction moves further into the development.

Wheel wash facilities will be positioned at the site entrance to wash all vehicles leaving site and to prevent any discharge of dust, mud, or silt onto the public highway. The facilities will be manned continuously throughout the working day while vehicles are leaving the development. The washing facility will be a high-pressure washer connected to a 1000ltr water bowser. The wheel wash facility is positioned just in front of the site gates, so that all vehicles leaving the development will have to pass through it and be washed down. The position of the wheel wash facilities is shown on the attached drawing.

Location of Permanent Site Compound and Wheel Wash Facilities Drawing will be attached to the sites notice board.

Water used for the wheel wash facility will be directed to a temporary settlement pond or catch pit located within the development. The temporary settlement pond or catch pit will collect the solid material arising from the wheel wash facility. Excess water will be passed through a filtration system where necessary prior to discharge. Any deposits of mud and silt from the wheel wash facility will be cleaned up and disposed of within the development by the Gateman/Banks man, who will also operate the wheel wash facility.

The Gateman/Banks man will also inspect Moorlands Rd and Bevin Rd twice a day for any deposits of mud or slit which were not removed at the wheel wash facility,

### Material Storage

All materials apart from bulk materials will be stored in the site compound area as shown on the attached drawing Location of Permanent Site Compound, and Wheel Wash Facilities Drawing.

Bulk materials such as bricks and blocks will be stored in the open within a temporary bulk materials storage area on site until required for construction, at which time the materials will be moved to the plot under construction they have been allocated to. The bulk materials storage area is adjacent to the delivery vehicle turning area and is also shown on drawing.

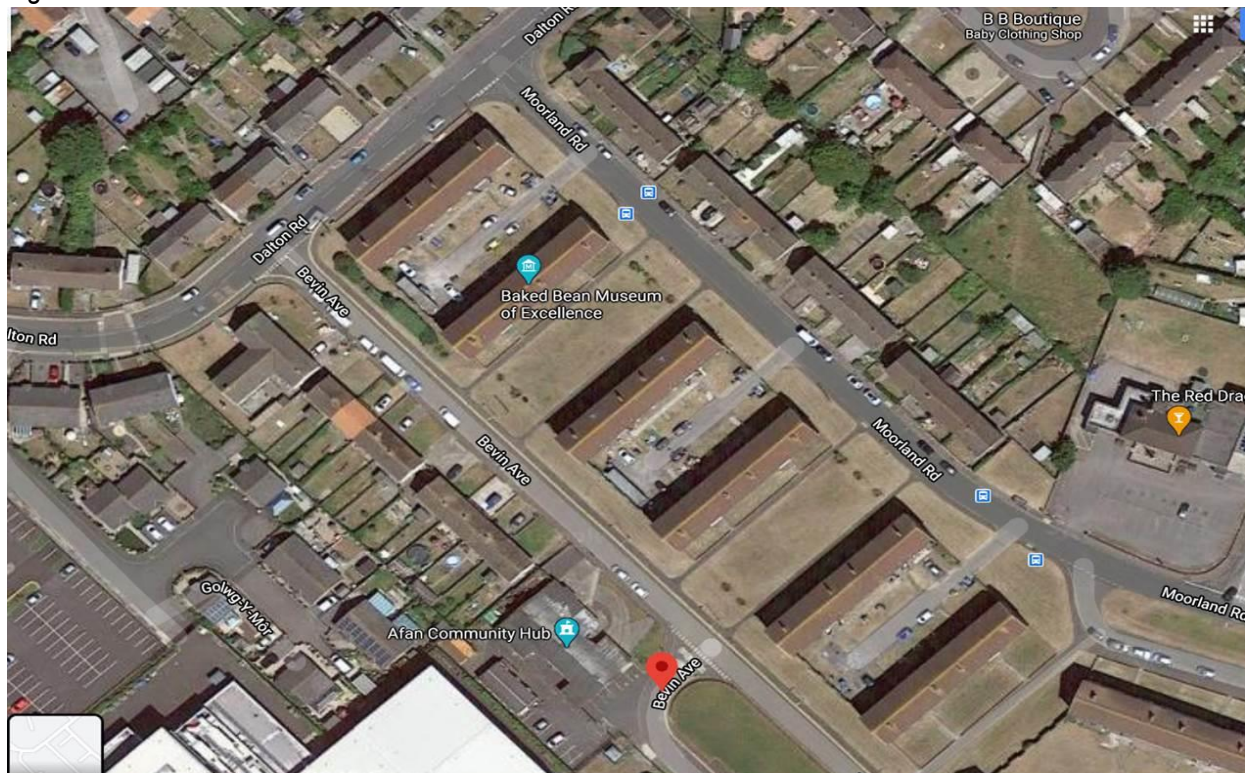
### Condition Survey of the Existing Highway Management

An initial condition survey of the existing highway will be carried out on Bevin Rd and Moorland Rd and its associated footpaths and verge in the vicinity of the development.

The positions where photographs of the general condition of the adopted highway from both these condition surveys will be marked up.

1.1 Hale Construction is to provide a Construction Traffic Management Plan (CTMP) in relation to the planned residential development on land of the application has been approved under planning applications.

Figure 1.3 Site Locations



Section 2-Existing Conditions

Section 3-Site Access

Section 4-Construction Traffic

Section 5-Proposed Traffic Management and Mitigation

### [PURPOSE OF THE CONSTRUCTION TRAFFIC MANAGEMENT PLAN](#)

1.5 As part of the conditions for this application, the CCSC require Hale Construction to provide a CTMP to mitigate any issues arising from the construction traffic as part of this site.

1.6 The proposed development of this site will require movement of materials on and off the site. This CTMP outlines the management of these material movements and interaction with the surrounding road network during the various stages of the construction process.

1.7 The CTMP considers the effect of:

- Vehicle routing for construction traffic
- Site access for Construction Traffic
- Loading/Unloading.
- Vehicles and Frequency
- Accommodating other road vehicles
- Minimise impact from Construction Activities.

## MANAGEMENT OF THE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

1.8 Hale Construction and a designated Site Manager K O Mahony will be based on site during the construction period and will ensure that all contractors and material suppliers are safely implementing the CTMP, following the Hale Construction Risk Assessment and carrying out all construction related activities safely.

1.9 The client will also liaise with the relevant highway authorities as necessary and update the CTMP if required during the construction period.

1.10 All contractors and material suppliers will be made aware of the CTMP and its obligations by Hale Construction and will be responsible for carrying out all their construction related activities safely, including traffic movements to / from and within the site.

1.11 This CTMP is based on information supplied by Hale Construction and relates to this Project and for the specific context and conditions for which it is required.

## 2 Existing Conditions Site Audit

2.1 In order to establish the existing conditions a site visit will be conducted. Typical local vehicular and pedestrian activity will be observed and local constraints in terms of highway layout and geometry will be recorded. Surrounding routes are to be surveyed to determine routing strategies that will be consequently agreed with the client.

## LOCAL HIGHWAY NETWORK

### 3 Construction Access / Egress

#### ROUTE FROM STRATEGIC ROAD NETWORK (SRN)

At the roundabout take the 3<sup>rd</sup> exit onto Dalton Rd to Moorland Rd  
Fig 1-4

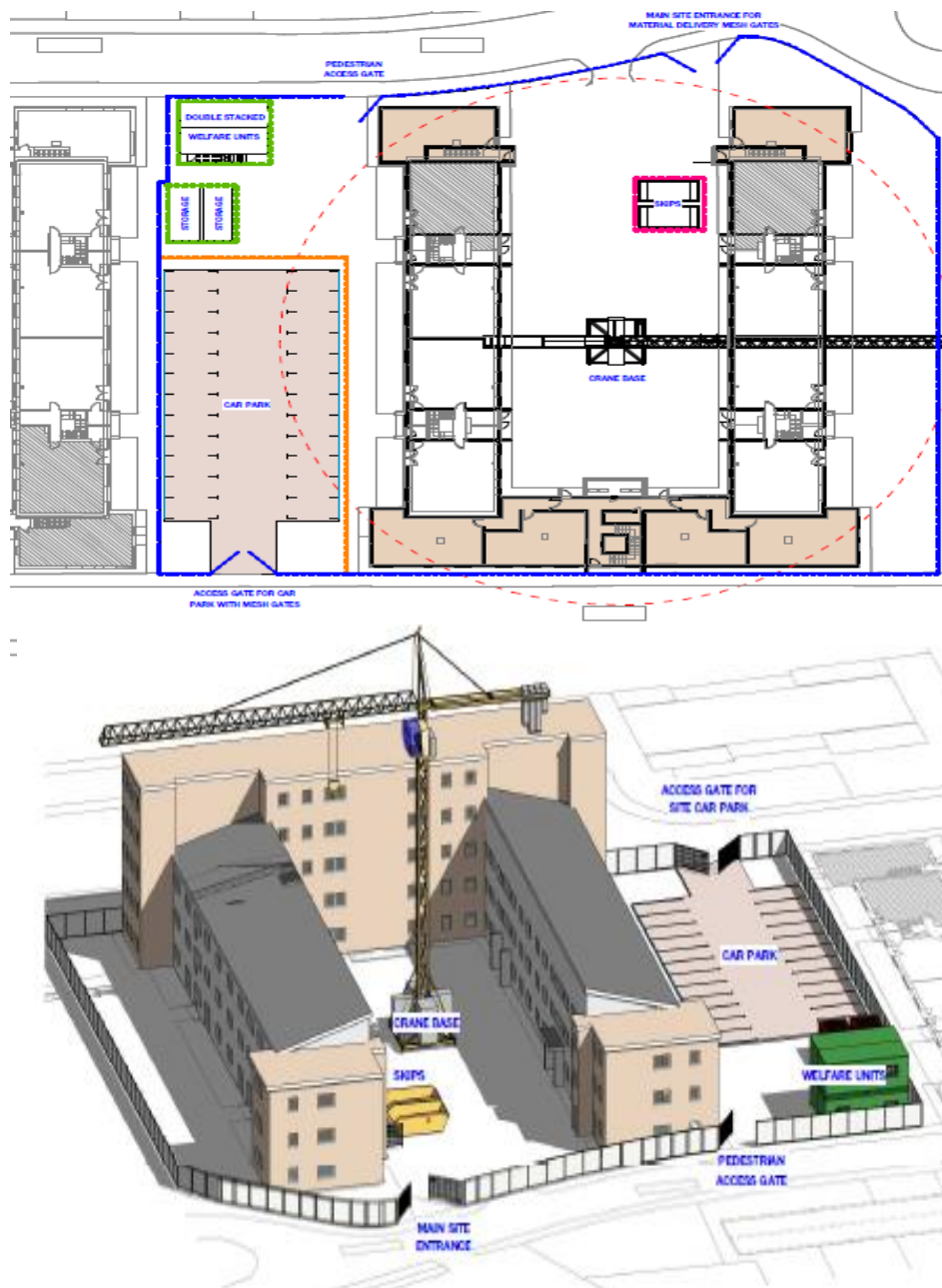


Hale construction have contacted statutory undertakers and made arrangements for protection or changes to services. Agreements with BT (communications) and Welsh Water are provided separately.

Following consultation, swept path analysis for the construction traffic accessing the site is provided at Appendix E. This includes tracking of a 20-tonne rigid lorry which will be the largest construction vehicle to be used. The proposed layout of the construction compound is provided in Appendix 1.

Construction period is anticipated to last for approximately 156 weeks with each phase estimated to be 52 weeks, the commencement of this period will be defined by the actual commencement of work at site and is indicatively shown on the Construction Programme to be provided separately.

Fig-5



## Local Highway Safety

3.11 The national standards for Road Safety Audit (RSA) in DMRB HD19/15 and IHT guidelines suggest that an RSA is not generally required for application to temporary traffic management schemes unless there are exceptional changes to the layout and operation of roads that will affect the network for a considerable period.

3.12 HD 19/15 suggest that the publication "Safety at Street Works and Road Works a Code of Practice" and Chapter 8 of the Traffic Signs Manual contain the necessary guidance to facilitate the safe planning and implementation of temporary traffic management activities.

3.13 The construction period will be considered to be significant length of time and will not involve a substantial volume of traffic. Vehicle speeds are considered to be relatively low in this location. The type of access or and cyclists are accommodated in as safe a manner as possible (for example the use of banksmen and signage). the activity associated with it, is not likely to be exceptional and the management measures described in this CTMP to be put in place by the contractor, will help ensure that all vehicles, pedestrians.

## 4 Construction Traffic

### CONSTRUCTION PHASING

4.1 The development site will be constructed in the following broad phases, totalling approximately 52. weeks per phase

- 1- Site Set Up – Establish secure site boundary and install temporary accommodation
- 2-Soft strip of the building
- 3-Earthworks and Superstructure Build
- 4-Soft landscape

### CONSTRUCTION TRAFFIC VOLUMES

**These are only Estimates and the Site Managers Programme of work has a more definitive. timescale**

4.2 Construction traffic will typically be made up of large vehicles (4 axles and 12m long), concrete mixers (3 axles and 8m long), and 4 wheeled (18 tonne) tipper Lorries (2 axles and 10m long). There will also be a number of smaller vehicles associated with the contractors and sub-contractors employed on the site.

4.3 The delivery of materials by large vehicles will be prohibited before 8-00am and after 4-30pm.

4.4 The number of large construction vehicles is estimated to be in broad terms as follows, with no more than 2-3 large vehicles per day anticipated throughout the build period. At this peak period, these will be loads such as concretes and aggregates that are easily and quickly discharged from rigid vehicles.

### Site set-up – Approximately 1-2 Weeks

initially site set-up deliveries will occur to bring items such as site offices, hoarding, scaffolding, and initial plant. This is likely to comprise an average of 2-3 large vehicles per day for one week and the same again at the end of the construction period.



### Earthworks etc. – Approximately 3 Weeks

Site Preparation will result in no more than 8 large vehicles per day to bring materials and equipment to the site for one week, falling back to one large vehicle per day for the rest of the phase, forecast to be approximately 8 - 10 weeks.

### Construction – Approximately 40 Weeks

The delivery of contractor equipment (generators, storage facilities) would occur within the first week of the phase and would then be collected at the end of the project. This could comprise up to a total of four deliveries using large vehicles (i.e., an average of less than one per day) the work laying the foundations would occur within the first 15 weeks of the phase. It is estimated that this would comprise approximately 4-5 deliveries using a large vehicle each week (i.e., an average of around 1-3 per day) the delivery of the wooden frames for the buildings would arrive once the foundations have been laid. It is estimated that this will comprise of up to 1-2 deliveries using an articulated HGV per week for approximately 20 weeks.

The delivery of materials would occur throughout the contract. It is estimated that this would comprise approximately 2-3 deliveries a week using a large vehicle. Landscaping & External Finishes – Approximately 9-10 weeks

The delivery of materials for the landscaping and final finishes would comprise approximately 2-3 deliveries a week using a large vehicle.

4.5 The table below shows the predicted movements and categories of vehicles including contractor's vans (transits/flat-bed vans) and staff cars:

Table 4.1 Daily Vehicle Movements Approximately over a two-week interval, to be confirmed with Site Manager when Project is under way and recorded in site diary.

4.6 Table 4.1 will show that during the peak construction phase there will be an average of site worker's/staff vehicles on site all day for the time being, Additional movements to and from the site will consist of a maximum average of the approx. deliveries across the day during concrete work at the area by the compound At peak times, the maximum number of staff vehicles will rise to 2 (This is to be carried out by the Site Manager on a fortnightly basis) and records to be kept by the SM on site)

4.7 Delivery movements will predominately consist of vehicles arriving on site, dropping, or collecting materials and leaving within a short space of time. Delivery drivers will be permitted to use the on-site welfare facilities should they be needed. However, this is not expected to increase the amount of turnaround time on site beyond an average of 15 minutes.

Hale Construction Ltd will instruct all its suppliers and contractors that all plant and materials delivered to site should be loaded and unloaded within the development, and that no plant and materials should be loaded or unloaded on the adopted public highway.

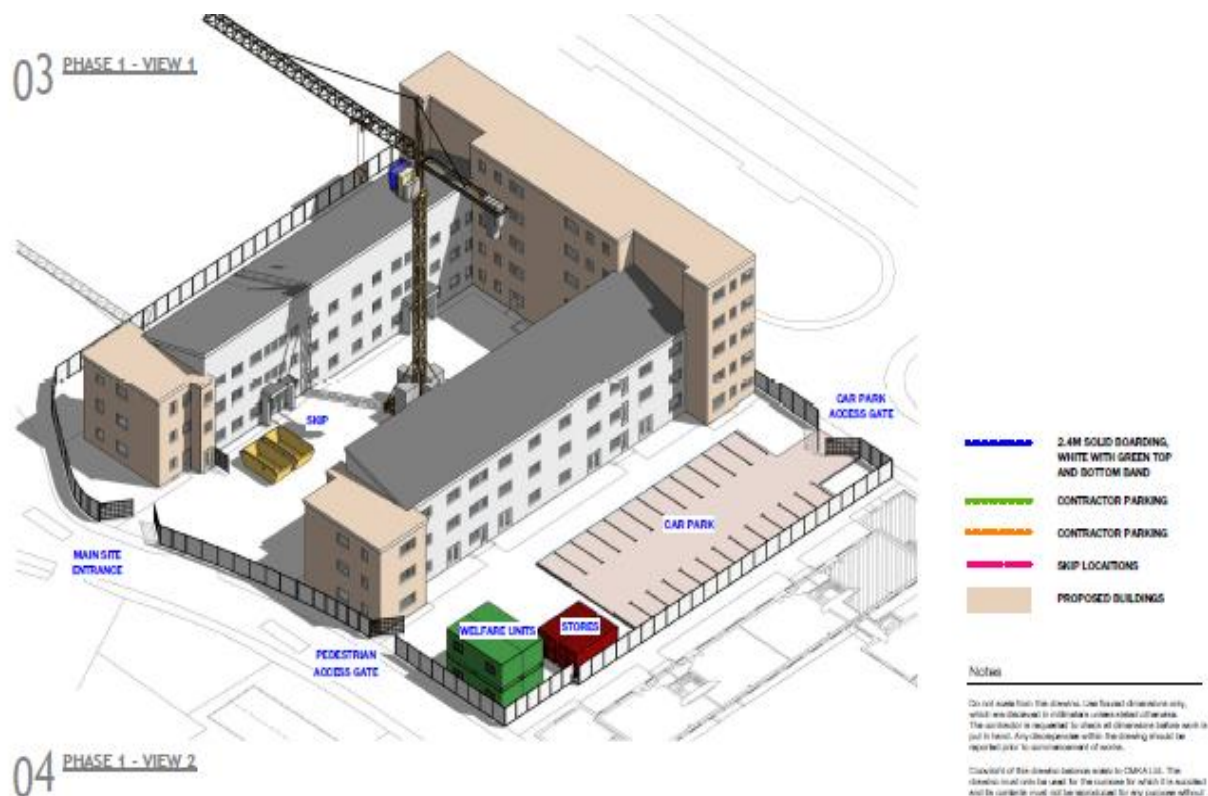
This will be enforced by the Site Manager to avoid disruption to traffic and/or inconvenience to pedestrians using Bevin Avenue.

Delivery vehicles will not be allowed to reverse on the adopted highway of Bevin Rd and the adjacent estate roads. All reversing of delivery vehicles will take place within the development.

All deliveries would be brought into the development and then into the development along Bevin Rd, Moorlands and Dalton Rd the delivery vehicle will be unloaded within the development, and the materials offloaded will be distributed to the appropriate storage facility or area.

Bulk materials will be store in the open within a bulk materials storage area, while other materials will be store in the site compound area. The locations of the site compound and the bulk materials storage area are shown on drawing A Location of Temporary Site Compound,

Permanent Site Compound and Wheel Wash Facilities Drawing.



## On Site

### Section 1: Introduction to Plant, Vehicle and Pedestrian Management Plan

This Plant, Vehicle and Pedestrian Management Plan (PVPMP) sets out the arrangements to ensure that the risks involved in the movement of mobile plant and vehicles around the site, and the interface with site personnel are identified and controlled as far as reasonably practicable.

A legal framework for the management of construction transport risks is contained in the following legislation.

Health and Safety at Work etc Act 1974 (HSW Act);<sup>2</sup>

Management of Health and Safety at Work Regulations 1999 (the Management Regulations);<sup>3</sup>

Construction (Design and Management) Regulations 2007 (CDM);<sup>4</sup>

Work at Height Regulations 2005;<sup>5</sup>

Supply of Machinery (Safety) Regulations 1992;<sup>6</sup> and Provision and Use of Work Equipment Regulations 1998 (PUWER).<sup>7</sup>

The key risks associated with mobile plant and vehicle operations on the site include:

- people being run over, crushed, or struck by mobile plant or vehicles.
- people being struck by something falling from mobile plant or vehicles.
- people falling off mobile plant or vehicles.
- mobile plant or vehicles overturning

As work proceeds and the nature of the site changes, and when additional and/or different risks are identified, revised controls will be implemented. The PVMP must be developed to cover every stage of the project, including any enabling works, evolving as the project moves through its construction phase(s) and demobilisation. Any revisions to the document because of these changes will be recorded and re-briefed as required.

The PVPMP is primarily for planning and controlling mobile plant, vehicles and people interface including the co-ordination and control of Highway Temporary Traffic Management.

### Section 2: APPROVAL, DISTRIBUTION, REVIEW AND AUDIT

Project Name:

#### 2.1 Approval

\* These signatures are required for the first issue only. Thereafter the Plant Vehicle and Pedestrian Co-ordinator must review this plan when any significant changes, and at least monthly, that effect the safe passage of vehicles and pedestrian occur, are likely to occur, or because of the above monitoring or inspections. The date of any revision must be shown on the plan.

#### 2.2 Distribution of Complete PVPMP

| Copy | Name       | Position                                             | Location   |
|------|------------|------------------------------------------------------|------------|
| 1    | K O Mahony | Plant, Vehicle and Pedestrian Management Coordinator | Site Visit |
| 2    | P Day      | Traffic Management Coordinator                       | On-site    |

### Section 3: Display/Communication of Information

The arrangements for mobile plant, vehicle and pedestrian management will be communicated through the site induction. When further specific information needs to be communicated, additional toolbox talks /DABs/NABs will be given to the relevant site personnel.

It is intended that the PVPMP site layout drawing(s) (Appendix 1) will form the main part of the plan and this along with relevant sections of the PVPMP will be displayed in prominent positions on relevant site notice board(s) and will be specific to that site.

Where the site drawing(s)/sketch contain sufficient information, only this needs to be displayed.



### Section 4: Speed Limits

- The site speed limit for this project is: 10 mph.
- Along Dalton Rd there is a 30mph national speed limit,
- Signage to be posted closer to the project.
- All drivers to be vigilante on public highways.
- All vehicles to be monitored regarding condition.
- [Section 5: Refuelling](#)
- Designated refuelling areas only to be used, within the site.  
compound area
- Spill kits to be always used.
- Drip trays will be used to prevent ground contamination,
- Hale will store the least amount of fuel on site and will be.
- monitored by the SM.
- Fuel bowser to be installed on site,
- Extinguishers to be fixed within this location.

Drivers have a key role to play in ensuring the safe use of site dumpers. Drivers should always: read the manufacturer's instruction book before operating an unfamiliar vehicle. understand the differences in performance when loaded and unloaded, particularly relating to braking and

- stability on slopes
- Know the different handling and braking characteristics of the vehicle in wet or icy conditions.

- Check tyres, brakes etc to ensure dumpers are safe to use at the start of the working day.
- Wear appropriate protective equipment, e.g., ear defenders, high-visibility jacket etc.
- Use seat belts where ROPS are fitted.
- Check that nobody is at risk of injury before moving off, particularly in the area obscured by the skip. when going forward, and behind the vehicle when reversing.
- Keep to designated vehicle routes and follow site rules and safe systems of work.
- Drive at appropriate speeds for site conditions.
- Follow directions given by traffic signs and signallers.
- Load only on level ground with the parking brake applied.
- Get off the dumper when it is being loaded and ensure that the skip is not overloaded.
- Check that loads are evenly distributed and that they do not obscure visibility from the driving position.
- Stop, select neutral gear, and apply the parking brake when the machine is tipping into excavations while stationary.

Use proper towing pins with jump-out restraints (not bent pieces of reinforcement bar).

Apply the parking brake, switch off the engine and remove the key when leaving the driver's seat.

Drivers need to take extra care when moving on sloping ground and particularly if the ground is rough or uneven.

Avoid slopes that exceed the vehicle's capability. When travelling with the skip loaded, reverse down slopes to ensure good stability and traction. If turning is unavoidable when travelling across slopes, turn uphill, not downhill.

## Section 6: Deliveries

Deliveries to site will be planned.

Drivers working for normal companies will be regarded as regular visitors to the contract and will be expected to attend the full site induction:

- Various delivery companies will be visiting site.
- Access and egress onto site will be accompanied by a traffic marshal.
- Access will accommodate the size of site vehicles.
- Notified deliveries to be agreed by all parties.

No vehicles shall be permitted prior to 08.00 or after 16.30 weekdays. Deliveries will not be accepted at a weekend prior to arrangement or after upon an agreement with SM

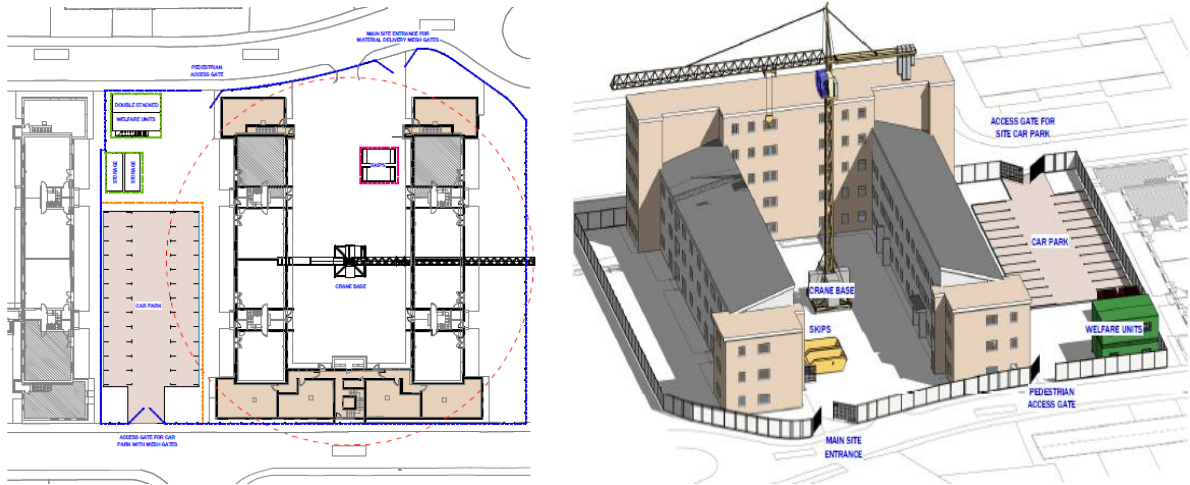
Any vehicles used for routine delivery of materials to site shall be fitted with a reversing alarm and provisions for all round vision.

All reversing delivery vehicles must be under the control of a trained Plant and Vehicle Marshal, irrespective of any alarms or visual aids fitted.

The prescribed delivery routes together with their constraints and restrictions are as follows:

- Section 7: Internal Traffic Hazards
- Record here any specific vehicle or plant hazards identified from the risk assessment that delivery drivers and plant and vehicle operators need to be aware of when driving through site.
- If applicable note any specific hazards associated with lay down and storage areas.
- Lay down areas will be located by office/welfare facilities and site compound area,

- Lay down area will be supervised during loading/unloading,
- Plant drivers will be briefed on traffic areas and any change in will be briefed to all drivers.
- Segregation by means of barriers will be in place on site Flashing beacons to be used at all times by site traffic.



### Section 8: SITE PEDESTRIAN TRAFFIC

The site layout plan/sketch details the location of pedestrian routes, vehicle routes, offices, welfare facilities, work areas and emergency exit routes or refuge areas. (See Appendix 1

### Section 9: PUBLIC INTERFACE

Measures in place to protect the public from the site vehicles and plant are as follows:

- Erection of Segregated Barriers
- Signage to be erected on or near the site entrance and approach road.
- Drivers to be briefed on access points,
- Access and egress must be kept clean at all times.
- Temporary Hand-held signal to be operated by trained Traffic Marshals,
- Entrance and Roads to be kept clean and use of wheel wash facilities to be used,
- Letters drop to all residents depicting scope of work and dates.

### Section 10: EMERGENCY ARRANGEMENTS

Record specific arrangements required in the event of an emergency.

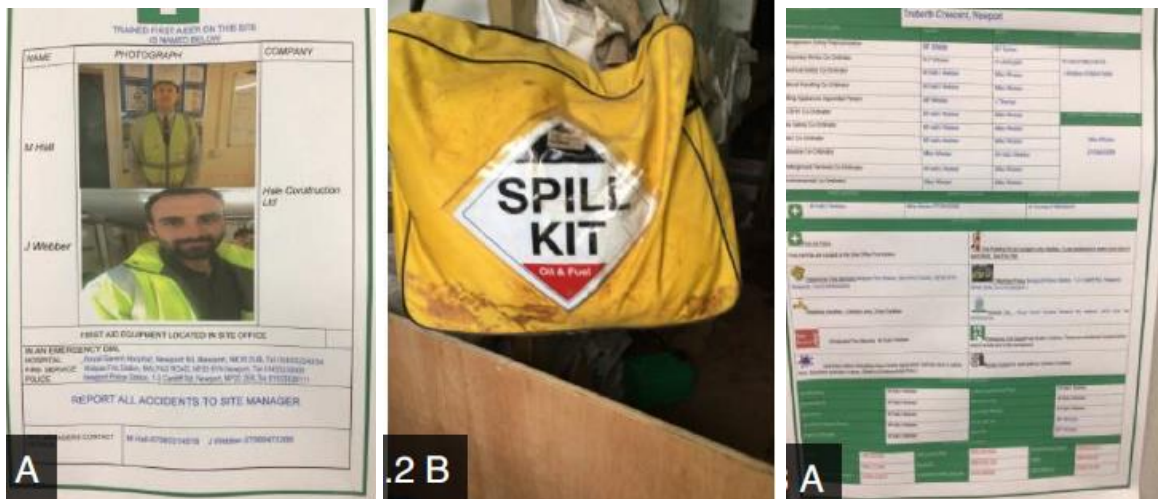
1-Information regarding emergency arrangement will be located on site notice board in office and welfare facilities

2-Information regarding First Aiders and Emergency contact numbers will be displayed on temporary site hoarding,

3-Location of all emergency locations will be erected in welfare and Site Office Facilities,

4-Area to be considered for the size of the emergency fire pump and allow for safe access to areas on site,

5-SM to liaise with local Fire Station on location of site



## Section 11: HIGHWAYS TEMPORARY TRAFFIC MANAGEMENT (where Applicable)

A Highways Temporary Traffic Management Coordinator is responsible for the safe management of temporary traffic management activities covering both traffic and pedestrian management. Where the Temporary Traffic Management Coordinator is not the Plant, Vehicle and Pedestrian Coordinator, the two must communicate to ensure compliance with this Plan.

### Appendix A: PLANT AND VEHICLE AND PEDESTIAN MANAGEMENT DRAWING

INSERT PLAN/SKETCH OF SITE TRAFFIC AND PEDESTRIAN MANAGEMENT OR REFER TO DISPLAYED DOCUMENT.

The following gives a guide to the detail to be included on a scaled CAD drawing (if possible) or sketch of ALL the traffic/pedestrian routes and controls: This will be updated once site demolition has been completed.

- pedestrian only areas from which vehicles are completely excluded.
- Areas where pedestrians are prohibited.
- safe designated pedestrian routes to work locations.
- vehicle only areas, especially where space is limited, or traffic is heavy.
- vehicle routes around the site and pedestrian crossing points
- designated refuelling and loading/unloading areas.
- site access points and crossing points.
- office and compound access and layout
- parking areas
- one-way systems
- Turning Areas
- Signage
- Adjacent structures, excavations, utilities, and other hazards
- Haul Routes and Access Road

The plan should be included in this section of the document and/or referred to the plan displayed in prominent positions on site. Additional drawings/sketches may be required to:

- suit separate work areas on large projects.

- detail compound and storage controls
- establish safe working in potentially congested areas such as refuelling and plant maintenance areas.
- identify delivery routes and site access points.
- A A4 Plan will be erected in both Welfare and office facilities with a clearer and more detailed plan.

## 5. Site Compound & Onsite Contractor Parking

The permanent site compound will be located in the area shown on attached drawing.

Location of Temporary Site Compound, Permanent Site Compound, and Wheel Wash Facilities Drawing. A copy of this drawing has been included in the attached drawing. Access to the compound from the adoptable highway will be via Bevin Avenue and egress

All permanent site office, welfare, and covered storage facilities will be located in the permanent compound area shown on the drawing. Car parking for site staff, site operatives, and visitors will also be provided adjacent to the permanent site compound, with a total of 20 approx. parking spaces being provided.

TMP Drawing also shows the layout and details of the permanent site compound and site car park. The access road to the compound and the compound itself will be surfaced with 75mm base course on top of 150mm of hard-core. The site car park will be surfaced with 100mm hard-core topped off 20mm type 1 sub-base to seal the running surface.

Bulk materials will be stored within a temporary storage area on site until required for construction. The location of this temporary storage area is also shown on the TMP drawing,

## Hoarding and Fencing

In order to protect the public and construct the Section 278 works safely, an application has been made to erect a timber hoarding system approx. 1m of the kerb line the intention of the hoarding is to prevent third parties from entering the construction area ensuring their safety and allowing the bulk of the Section 278 works to construct the entrances to the development to occur within the fenced off area of the development.

The position of the Hoarding is seen on attached drawing.

Signage will be erected in the positions to warn pedestrians and Drivers of the proposed project, The gates will open into the development and be monitored by a Gateman/Banks man, who will also operate the wheel wash facility.

The Gateman/Banks man will also inspect the fencing erected on the highways verge twice a day to check that the fencing is secure. At the same time, the Gateman/Banks man will also check that the signs erected on the roads are compliant The Gateman/Banks man will report any deficiencies in the fencing or signage to



## On-Ground Site Hoarding

On-ground site hoarding required no ground excavation, instead it uses weighted ballast that sits on top of the ground surface which is generally fixed to the hoarding panels with steel tubes. This type of bracing often requires particularly heavy ballast such as concrete kentledge blocks or water-filled ballast tanks.

## Wind Calculations

Site specific wind calculations are vital for any site using a hoarding system. Without adequate ballast for the site location and environment, the solid structures can be particularly susceptible to wind. Unlike temporary fencing, which is predominantly air permeable due to its mesh facing, wind hits the solid panels of hoarding and must be correctly secured for safety.

A wind calculation, which is available from us at Blok 'N' Mesh, will assess the site location with the hoarding system used to determine the recommended installation and type / quantity of ballast required to minimise the risk hoardings falling or sliding.

