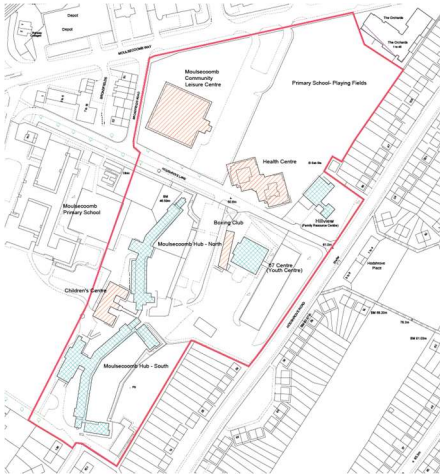


TRAFFIC MANAGEMENT PLAN



CLIENT: MGAC

PROJECT: North and South Hub, Moulsecoomb

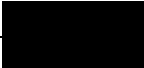
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ISSUE HISTORY			
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1	March 2024	Lewis Smith	N/A – First Issue

All revisions to the Traffic Management Plan will be recorded on this page.

The author of the amendment(s), or other authorised person, must explain the details of the amendment (s) to the Site Manager/Site Supervisor. The author must ensure that the Site Manager/Site Supervisor signs off the amendment to confirm that he has received and understood it, and that the Site Manager/Site Supervisor returns the signed off front page so that the author can file it in the project office file.

The Site Manager/Site Supervisor must sign off and return the copy of this Amendment page, as explained above, and carefully insert this page and the amendments into the project site file. He must also clearly line through the existing pages to indicate they have been superseded.

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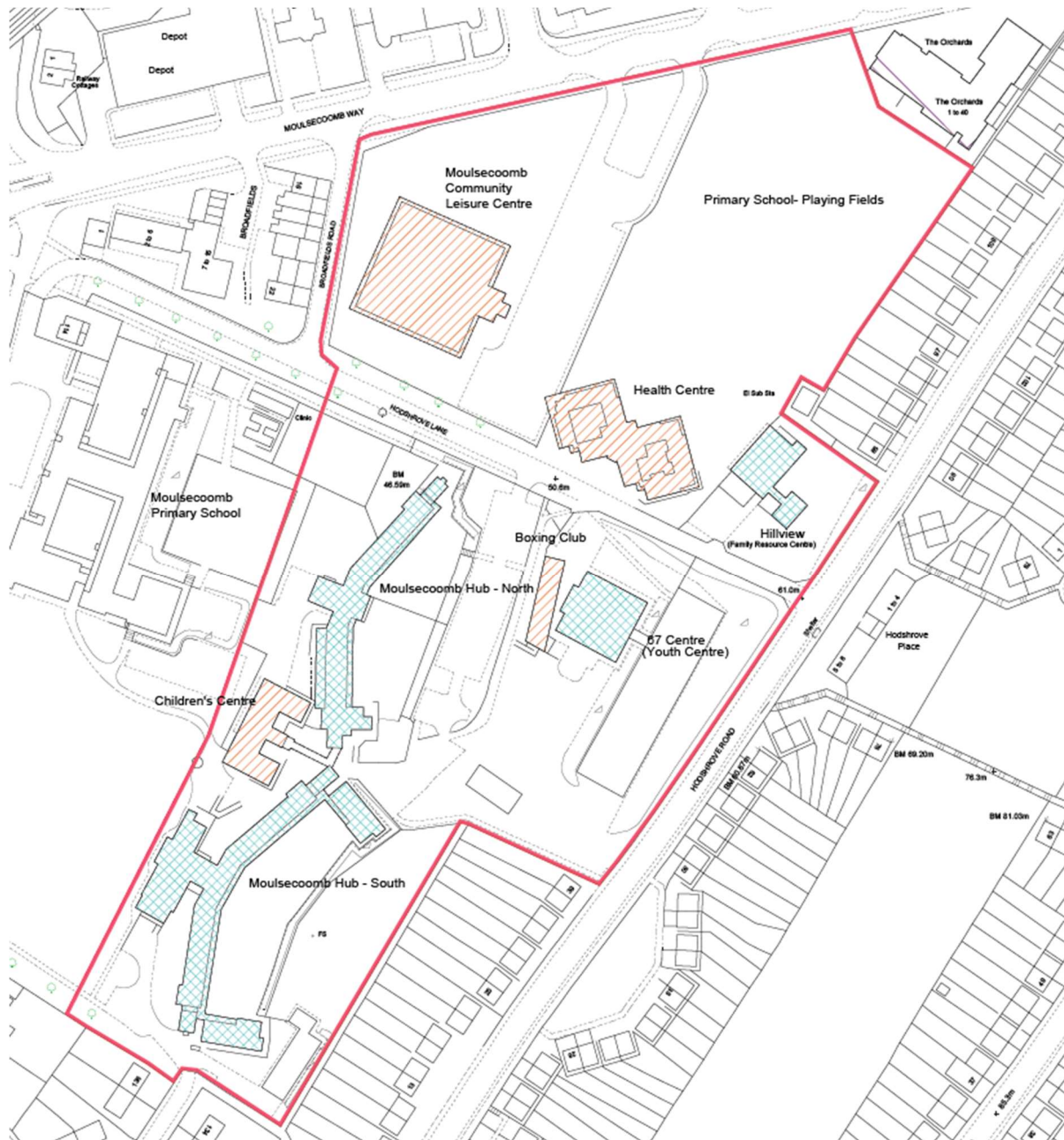
SECTION 1 – INTRODUCTION

1.1 – PROJECT LOCATION

Hughes & Salvidge have been appointed the role of Principal-Contractor for demolition works at North and South Hub, Hillside, Brighton and Hove, Brighton BN2 4TE

Project Description

The Works comprise of the hazardous material removal, decontamination, demolition, dismantling and site clearance of the North and South Hub, Moulsecoomb.



SECTION 2 – SCOPE & OBJECTIVES

This document presents the Traffic Management Plan for the North and South Hub, Moulsecoomb project lifecycle.

The Plan is intended to provide direction and guidance to the Project Team on Traffic Management issues during all phases of the Project.

The object of the plan is to provide an overview of the methods adopted to ensure that the Project complies with statutory, client and contractual requirements with respect to safety, personnel health and the environment.

All vehicles must observe all site Procedures, including those regarding the loading or unloading of, or waiting by, vehicles and shall make all arrangements with the Local Authority and Police to cause minimum obstruction to pedestrians and traffic.

It should be noted that the Traffic Management Plan functions as a “live document” which requires periodic review and update as the Project progresses through the various stages of development. The plan may also require amendment to reflect changes to legislation or client requirements and standards. The plan is owned by Hughes and Salvidge’s Project Manager who is responsible for keeping the plan current and updated as necessary.

The Traffic Management Plan should be read in conjunction with the **Traffic Management Map** and **Demolition area site access map** which is displayed in the Site Manager’s office. The Traffic Management Plan SHALL form part of the site induction process.

All vehicles entering the site SHALL adhere to the Traffic Management Plan at all times.

The principal objectives of the Traffic Management Plan are outlined below:

- To identify and ensure compliance with the overall policies of the site to prevent or minimise risks to operating personnel and the general public;
- To ensure the Health and Safety of both site personnel and the general public using footpaths adjacent to the site entrance;
- To segregate as far as is possible vehicles and pedestrians;
- To ensure minimal disruption of traffic flow on and around surrounding roads through effective planning of vehicular movements;
- To ensure the most efficient and safe movement of vehicles onto and around the site.

SECTION 3 – TRAFFIC MANAGEMENT

All perimeter roads and paths will continue to function during the Project lifecycle; therefore, all WORK SHALL be carried out in such a manner as to ensure minimal disruption to existing roads and paths.

All vehicles shall not enter the site for the purpose of transporting personnel; only equipment deliveries and collections/waste collections SHALL be allowed.

Hughes and Salvidge to ensure that only vehicles with valid MOT's and Insurance certificates are used by all vehicles during the Project lifecycle.

All vehicles entering the site SHALL enter through the main gate and report to security and undergo a traffic management briefing. Once a briefing has been carried out the driver/vehicle will be allowed to enter the main site.

HGV Vehicles shall park in the designated HGV area on route to the security centre. All LGV can park in the main car park adjacent the security centre.

All plant and vehicles contained within the CONTRACTOR's site SHALL have ignition keys removed when not in operation.

Personnel under CONTRACTOR control SHALL enter the site on foot from the main car-park / compound area via the security Control Room where they will be required to sign in / out each time they enter the area.

A one-way system of traffic SHALL be implemented wherever possible to mitigate vehicles reversing.

3.1 - VEHICULAR ACCESS AND EGRESS

- Continued access will be maintained for pedestrian and vehicular access to the site for the duration of the Project lifecycle;
- Access to the site will be via the main entrance adjacent to the security centre, special care will be taken by vehicles as pedestrians may be present in the area;
- Egress SHALL be via the same route as Access;
- All vehicles transporting Waste will be covered by netting, sheeting or any other suitable material that prevents the ejection of materials onto the public highways.
- A weighbridge will be installed on site and all HGV vehicles will be weighed when entering and exiting site to ensure they are not overloaded when entering the public highway.
- All vehicles accessing / egressing site will take the most direct route to a major road, avoiding minor roads and routes through residential areas wherever possible.
- A Driver briefing will be required for all vehicles entering the site prior to access.
- Overhead gantries / pipe bridges run across access routes to the areas, therefore the height of each bridge will be measured and stated on the traffic management plan. Goal posts will be set up at the site entrance to the lowest pipe bridge height to ensure the vehicle entering is below the height restriction. Another goal post will be set up at the egress point to ensure the load is still below the lowest pipe bridge.

3.2 - TRAFFIC SIGNAGE

Traffic signage necessary for warning, regulation and control of both vehicular and pedestrian traffic will be erected and maintained along the agreed access and Traffic Routes. Heras fencing will carry signage identifying the phase of works such as zone 1 zone 2 slugcatchers, etc. Access gates will be numbered to ensure vehicles enter the correct area. Directional signage will be in place to dictate the Traffic Routes.

3.3 – SITE SPEED LIMIT

Once on site, vehicles will be restricted to **10 mph**. This SHALL not be exceeded at any time. Any personnel found exceeding the speed limit SHALL be immediately expelled from site and denied further access.

3.4 – DELIVERIES AND COLLECTIONS

It is anticipated that in addition to deliveries of plant, equipment, fuel and any other item required on site there shall be waste and scrap collections.

Deliveries and collections SHALL be planned and managed by the Site Manager.

Wherever possible drivers of SUPPLIER vehicles SHALL be the same.

When delivery/collection vehicles arrive on site the drivers SHALL report to the security centre to undertake a site briefing.

The demolition site access map will be emailed to suppliers prior to deliveries to provide guidance and direction. Hughes and Salvidge will ask security to issue all drivers with a copy of the:

- Demolition Site Access Map

If they do not already have a copy to direct them to the demolition area.

3.5 – DELIVERY AND COLLECTION PROCEDURE

- Driver reports to site office, to undertake site briefing and are provided with copy of the route to be taken to the demolition area where the delivery/collection is taking place;
- Once vehicle arrives at the demolition site, Hughes and Salvidge to direct the vehicle onto site.
- Hughes and Salvidge will then radio the relevant area supervisor to alert them to the vehicle's arrival and direct the vehicle to area of delivery / collection
- As the vehicle approaches the correct area, the gates to the area are opened to allow the vehicle access.
- Once delivery/collection is complete the vehicle SHALL exit the area via the gates, head toward the access / egress point.
- Hughes and Salvidge shall then check that all paperwork is in place and authorise the vehicle to exit the site.

3.6 – VEHICLE CLEANING

Hughes and Salvidge to ensure that no vehicles exit the site onto the public highway in such a condition that would create hazardous driving conditions to other drivers due to excessive amounts of mud/dust or any other site material being dropped and/or sprayed off the vehicle.

Hughes and Salvidge will install a Vehicle Wash Station in the compound area as a pre-caution this will be shown on the traffic management plan map.

Hughes and Salvidge will install a pressure washer in this area to clean any vehicle tyres leaving site. All vehicles will be kept on the hardstanding areas so the wheel wash will be available as a precautionary measure.

3.7 – ROAD CLEANING

The Site Manager is responsible for monitoring the state of cleanliness of the site roads. If necessary, the Site Manager SHALL instruct personnel to sweep/clean the roads using appropriate plant/equipment or will request a road sweeper to attend site to clean the roads.

3.8 – VEHICLE REVERSING

All Vehicles entering the site SHALL carry audible reversing alarms, these alarms SHALL be in the ON position at all times when on site.

A lookout will be present for all reversing vehicles.

3.9 – MANDATORY PPE FOR ALL DELIVERIES / COLLECTIONS

Mandatory PPE for all visitors to site will consist of:

1. Safety boots S3 Lace up
2. Safety helmet (BS EN397)
3. Gloves (type according to task)
4. Hi Vis waistcoat
5. Safety glasses

3.10 – VEHICLE / PEDESTRIAN SEGREGATION

Crowd barriers will be used across site to delineate vehicle and pedestrian access routes. Crossing points will be established where pedestrians need to cross a road.

Signing will be placed on the crowd barriers to ensure pedestrian routes are followed

3.11 – DELIVERY OF CRANE / EXCAVATORS AND OTHER LARGE PLANT

The traffic route for large plant will be assessed prior to delivery and will be escorted due to the area of works. Due to large plant requiring low loaders for transport the most direct route will be sort with the minimal amount of turns.

All Large deliveries will be met at the gate and escorted down to site. The low loader drivers will phone the site manager / supervisor for collection at the gate

3.12 – COMMUNICATION

Prior to drivers entering site, a Hughes and Salvidge representative will inform the driver of the route and will brief the driver on hand signals to ensure safe manoeuvring whilst on site.

SECTION 4 –SIGN OFF SHEET

I confirm I have read and understood this Traffic Management Plan and that I must not deviate from the information contained within.

Name	Date	Signature