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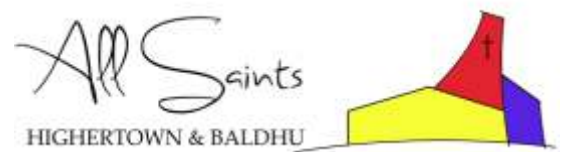
Document description:

**Construction Traffic
Management Plan**

Site: All Saints Church, Highertown,
Truro, Cornwall

Date: November 2017

Client:



Job Ref: JP/CTMP/165/17

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1.0 Introduction

The Construction Method Statement strategy in respect of the redevelopment of the All Saints Church site with a new purpose-built community hub, is one of minimising the contact wherever possible between Public and Site traffic, reducing the number of deliveries where practicable, the staging of deliveries such that the volume of traffic is kept as even as possible avoiding highway peaks and finally controlling the likely vehicular movements on the project.

Every year approximately 70 people are killed or injured by vehicles at work. This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions.

Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (HSE) expect to see traffic management plans that include:

Planning and managing both vehicles and pedestrian routes to ensure:

- The elimination of reversing where possible
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking, turning and unloading/storage areas

If further information on this topic is required, please contact the Health and Safety Manager. A free leaflet from the HSE website www.hse.gov.uk/pubns/indg199.pdf.

2.0 Construction Method Statement (CTMP)

All site deliveries will be directed via the A390 and Navigator Way and Penwethers Crescent (currently under S38) to gain access to/from the site and avoid vehicles trafficking off and onto the A390 corridor unless alternatively agreed with the highway authority (Cornwall Council) during the processing of the planning application. Site staff will also be advised to utilise this route if at all possible.

Immediately upon commencement of the construction, all deliveries, operatives and visitors to the construction site will report to the site office. This will be communicated to all works contractors at their pre-start meeting. They will be informed by site staff of Emergency procedures, assembly points, First Aid, site rules, etc. All contractors working within the site will be made aware of the staff vehicle parking area within the existing main car park.

An integral part of the progress meetings held with all contractors will be the delivery schedule proforma. All contractors will be given details of proposed timing of material deliveries to the site together with the specific area of delivery/storage. It is proposed to utilise the existing access point off the unclassified road as much as possible, for the main construction period.

The CTMP and the control measures therein are included within all contractor enquiries to ensure early understanding and acceptance/compliance with the rules that will be enforced on this project.

Given the local on-street parking restrictions there will be available staff/visitor parking within the site. Under no circumstances will construction/delivery vehicles be permitted to lay-up off-site within the surrounding road network.

2.1 Delivery Vehicles/Laying Up

Delivery times will be limited to working hours. This condition forms part of the subcontract documentation and the contractors will be notified.

Deliveries are booked in with the Project Manager.

2.2 Site Administration

Responsibility for the construction traffic is that of the Project Manager who will:

- Ensure that contractors and suppliers follow procedures set out by booking in deliveries.
- Prevent unauthorised parking and congestion by contractor's vehicles.
- Provide security and a banksman where required.
- Maintain adjacent highway in a clean and safe condition.

3.0 Vehicle Routing

Access to the site for all deliveries (construction materials) and staff from outside the local area are expected to use the A390 and will be encouraged to approach and exit from/to the west (A30). The two existing access points and routes to are shown in **Figure 1** below. All site staff will be directed to the on-site parking/delivery area.

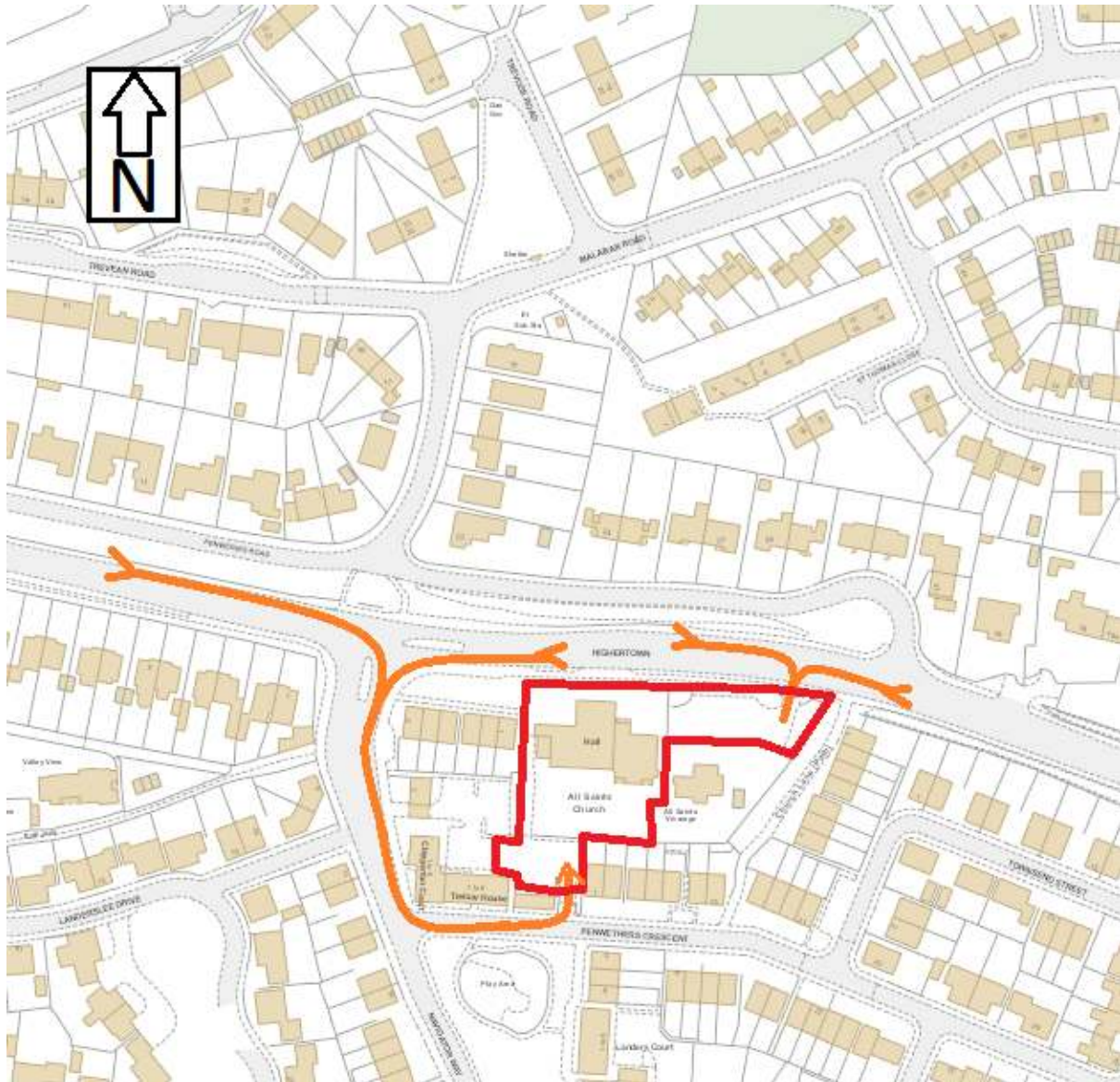


Figure 1 – Construction Traffic Route To/From Site.

If necessary (ie requested by Cornwall Council), a strategy will be implemented to guide construction traffic and staff to the development site via the approved route.

The access points will be maintained for deliveries and staff access.

The Cornwall Council Highways Development Officer will be consulted to approve this route and any other controls deemed necessary although as the highway network routes involve Trunk, A, and the two unadopted routes currently trafficked by all traffic, they are deemed fit for purpose.

3.1 Main Site Access & Loading/Unloading Area

The final construction phase and internal site layout is yet to be determined but it is intended to service as much of the construction phase from the rear of the site via Penwethers Crescent, given the importance of the A390 as a major route in and out of the city centre. Some deliveries may be required from the A390, but these will be managed by on-site banksmen. All vehicles will either be reversed into site or turned within it should manoeuvring space be restricted. No site delivery or construction vehicles will be permitted to park within the new estate roads or on the A390.

4.0 Vehicle Type & Number

The only vehicles required to access the site will be construction, delivery and staff vehicles. The total number of vehicles is an unknown quantity prior to a construction company has been appointed although the size and weight of vehicle will be determined by any constraints within the existing highway network route

5.0 Wheel Washing & Dust Suppression

A wheel washing area is to be provided to ensure all vehicles will be cleaned on-site prior to exit. A careful check will be undertaken after each site vehicle exit to ensure no loose material or mud has been allowed to enter the highway. Should this occur street sweeping will be immediately undertaken as required by the Highways Act. All vehicles will be sheeted if required to prevent dust and falling material.

6.0 Project/Site Managers Checklist

Both the Project Manager and Site Manager will utilise the following checklists to ensure the safest method:

Checklist 1 - Site/Project Managers – Vehicle Routes Checklist

		YES	No	N/A
Q1	Are vehicle routes clearly separated from pedestrian routes? If 'No' see Action 1			
Q2	Do routes allow easy access to delivery areas? If 'No' see Action 2			
Q3	Are routes kept free of obstructions? If 'No' see Action 3			
Q4	Are routes clearly & suitably signed? If 'No' see Action 4			
Q5	Do routes reduce need to reverse? If 'No' see Action 5			
Q6	Will parking areas be required? If 'Yes' see Action 6			

Vehicle Routes – Actions to be Taken

		Action
1	Ensure routes are clearly designated and pedestrians protected	Routes clearly signed and segregated
2	Plan routes to allow safe access/egress	Assessed
3	Keep access routes clear	Check daily
4	Ensure sufficient signage is maintained	Check daily
5	Plan deliveries to reduce need for vehicles to reverse	Check during ordering process

Checklist 2 - Site/Project Managers – Vehicle Movements Checklist

		YES	No	N/A
Q1	Are highway routes planned to reduce need for excessive vehicle movement? If 'No' see Action 1			
Q2	Are vehicles fitted with audible reversing aid? If 'No' see Action 2			
Q3	May some vehicles reverse without audible aid? If 'Yes' see Action 3			
Q4	Can pedestrians have a clear view of traffic movements at crossings and at main access? If 'No' see Action 4			
Q5	Will vehicles run the risk of depositing mud on the highway? If 'Yes' see Action 5			
Q6	Will vehicles require sheeting? If 'Yes' see Action 6			

Vehicle Movements – Actions to be Taken

		Action
1	Ensure highway routing is suitable	Review daily
2	Request aids are fitted	Where available
3	Vehicles without aids must be banked when reversing	Appoint banksman
4	Ensure drivers are aware of pedestrians and give way – pedestrian signing where necessary	Contractor briefing of staff
5	Provide on-site wheel wash facilities	Contractor to arrange
6	Ensure provision of sheeting gantry if required	Vehicles to be sheeted.

7.0 Deliveries

The construction period has yet to be determined but if required, following discussion with the developer, to be stipulated by Cornwall Council. Cornwall Council may recommend a highway condition restricting construction periods. Hours of operation will be as per agreement with Cornwall Council.

It is proposed:

08:00 – 18:00 Monday to Friday

08:00 – 13:00 Saturday.

7.1 Construction Staff Trips

It is unknown at this time the likely maximum or minimum number of staff on site daily at any one time. Most will be local contractors and others arriving from outside the area. The latter contractors will probably use local accommodations and arrive to the site in groups – 3 to 4 people per vehicle.

All staff and visitor parking will be within the identified on-site parking area.

Extended and earlier working hours are commonplace in the construction industry. Working hours at the site will be restricted to the above with am working hours on Sat. if necessary. Arrivals will tend to take place between 07:00 and 08:00 when staff would be expected to arrive at work, and depart between 16:00 to 18:00 at the end of the working day – dependent upon the available daylight.

The above times fall outside of the normal peak periods on the road network, and therefore the impact of the construction journeys to work will not coincide with the busiest periods on the local road network.

7.2 Parking

As stated previously, parking will be within the on-site parking area.

8.0 Construction Methodology

As it relates to best construction processes/safety as well as deliveries, it is important to note the following traffic-related steps:

1. Temporary Highway Route Signage if required by Cornwall Council.
2. On-site site wheel wash.
3. Full Time on-site Banksman.

9.0 Summary

This Construction Method Statement (CTMP) considers the traffic impacts that could arise during construction of the proposed development and outlines the principles to manage site operations with the view to minimising any transport and traffic-related issues during the construction period.

Consideration of the construction related traffic likely to be generated by the proposed development and the route available to/from site has been undertaken in detail. The proposed route is detailed within this CTMP (**Figure 1**).

This CTMP sets out a variety of mitigation measures during construction which may be implemented to minimise the impact of the construction traffic on the environment and local communities, including best practice techniques.

In order for the CMTP to be most effective, it is proposed that it is promoted to all employees and subcontractors coordinated by the Project Manager.