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| TRAFFIC MANAGEMENT PLAN | | | |
| **Project:** | Tandy’s Lane Village | | |
| **Project No.:** | 1279 | | |
| **Traffic Management Plan No.** | TMP for Tandy’s Lane | | |
| **Scope of Works:** | These traffic management arrangements are to co-ordinate site management arrangements on the Tandy’s Lane Village project regarding the management of traffic within the site footprint and also on public roadways surrounding the site, particularly at site entrances etc. | | |
| **Status:** | **For Approval** | **Rev. No.** | **REV 3** |
|  | | | |
| **Main Contractor:** | ***GEM Construction*** |  | |
| **Developed By:** | ***BC/MD*** |  | |
| **Approved By:** | ***Barry O’Rafferty*** | | |
| **Date:** | ***11/4/2023*** | | |

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1. Purpose

The purpose of this traffic management plan is to outline the manner in which vehicular, and pedestrian traffic movements will be managed throughout the project works and during the construction phase, and to outline the control measures that will be in place to manage risks associated with Project related traffic as they arise on site.

GEM Construction acknowledges that the effective management of Project traffic and the safety of members of the public who may be using public highways and footpaths surrounding the site is pivotal to the successful execution of the project works. On that basis and in ensuring that public safety is maintained throughout the project, the primary objectives of this plan are.

* Maximising construction staff, contractor and public safety
* Minimising wherever possible adverse interfaces between members of the public and construction operations as far as is possible.
* Minimising any adverse interfaces that arise with construction vehicles bring materials to or removing materials from the works sites.
* Minimising impact on the road network
* Minimising disruptions, delays, and congestion to local road users.
* Mitigating risks associated with deliveries to the Project
* Providing clearly defined instructions and parameters cohesive to construction site traffic within the development, to ensure members of the public are suitably directed away from construction activities and risks.
* Complying with appropriate legislation, best practice guidance, and contractual requirements.

1. Document scope

This plan applies to the Tandy’s Lane project and show village Tandy’s 2, which is an overall residential unit construction project comprising of 193 residential units. (193 of the 347 permitted). This project will take place within the site grounds, which is located some distance away from the publicly occupied houses.

The project does exit onto Adamstown Drive, and may also exit onto other surrounding roadways around the site footprint as the project progresses namely Adamstown park road.

This document applies to all aspects of traffic for the project, and also applies to any pedestrians, members of the public and other contractors.

The target audience for this plan is GEM Construction, subcontractors, and Quintain management staff.

This plan has been developed to provide a guide for the appropriate traffic management arrangements to be employed on the Tandy’s Lane Village project, and to also act as a guide for management as we move through the project phases. The plan shall be reviewed as triggered by risk assessment or changes in operational conditions such as partial occupation and handover of completed sections of the project.

1. Responsibilities

As per the requirements of this plan, GEM Construction shall.

* Provide adequate information, instruction and training, to enable all Project personnel and other stakeholders to operate across and leave the project in a safe manner.
* Establish designated hoarding lines with signage to guide members of the public, contractors around roadways and construction zone within the site.
* Establish a procedure with members of site management to allow deliveries to arrive to the site gates and immediately pass through to the construction zone without blocking the roadways and decant materials into the works site and ensure the appropriate risk controls are in place to isolate the delivery area, and direct personnel around the construction zone.
* Ensure that the project traffic does not cause undue disruptions or delays to public roadways.
* Review and update this plan regularly as necessary, in consultation with relevant stakeholders.

Name of Contractor Works supervisor/responsible person

* GEM Construction have overall responsibility for the co-ordination of works as the Project Supervisor Construction Stage.
  + - Project Manager – Kieran McCormack 0862573044
    - EHS Advisor- Maria Dunne 0874296992

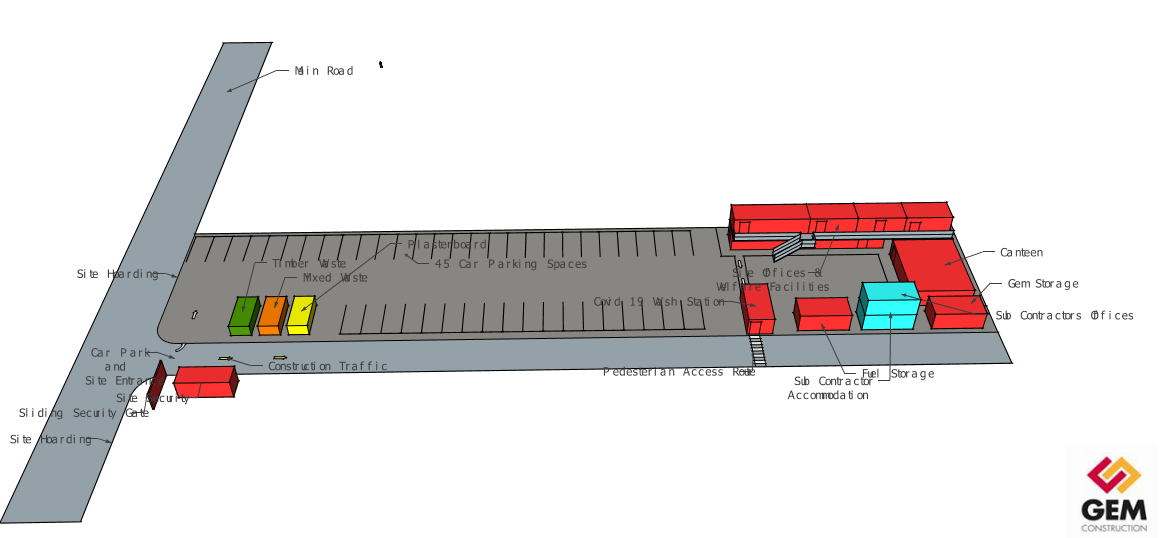
**Show house village.**

* Site walkways will be set up along the red line between Tandy’s 1 and phase 2. This will be a double herris fence from the existing site compound down to Terrace 47.
* The walkway will cross the road at Terrace 47 and enter the material compound. From there it will be tight to the hedgerow and will be post and chain with pedestrian signage.
* In Tandy’s 2 there will be a toilet block set up and an office for white board meetings.

Diagram

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1. Pedestrian and Vehicular Traffic Management Arrangements & Resources
   1. Site Compound & Entrance Plan



* 1. Project Drawing

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1. General requirements
   1. Traffic Management Internal/External Areas

Pedestrian movement around the project presents a number of risks to other personnel, as well as the potential for property damage, damage to vehicles, completed sections of the development pathway furniture and fixtures/fittings.

As such the following arrangements will be put in place to assist in the ongoing management of traffic, both pedestrian and vehicular through the construction phase.

* 1. Training & Induction
* All personnel who are scheduled to commence works on the Tandy’s Lane Project must attend the GEM Construction project specific induction prior to their entry onto the project.
* As part of the induction process, all attendees will have the Traffic Management arrangements for both the internal and external works explained to them. Those with specific responsibilities will have those attendances explained in detail.
  1. Contractor Parking

Contractor Parking shall be provided for within the compound area with upwards of 30 spaces being available for project commencement. This figure shall be increased periodically with the increase in site numbers expected. Tool drop and collection will be allowed in the morning and afternoon.

* 1. Phased Co-ordination of Traffic Movements/Client Agreement
* The initial set up of traffic management arrangements on the project will take place in accordance with the drawing attached above in this document.
* Any subsequent changes or amendments to this arrangement will be raised at the bi-weekly project co-ordination meeting held with the site team and shall be discussed internally in the Project whiteboard meeting which is to be held daily.
* All personnel and subcontractors must bring up scheduled long load deliveries or deliveries which require mechanical offload at least 2 days in advance so they can be raised with the site team to agree an appropriate time of delivery, and the appropriate risk controls, barriers, and other controls that must be put in place. At minimum road/ pedestrian traffic marshals must be in place when the truck would be delayed on the public road or when crossing the footpaths.
  1. Dynamic Risk Control- Safe Plans of Action
* Given the dynamic nature of the works, all subcontractors will be required to complete a Daily Safe Plan of Action document, which must be signed off.
* Where new works activities, i.e., scaffold modification, roadway impact etc. arise the works supervisor must ensure that this is considered in the Safe Plan of Action document, and the appropriate risk controls must be considered/documented and agreed. The mobilization of cranes for the timber frame erection, will be addressed in pre planning weekly meetings.
  1. General Safety Controls
* GEM is to carry out walkdowns of surrounding walkways to ensure there are no projections of scaffold/hoarding components, or debris from the worksite.
* Pedestrian management signage is to be erected on the hoarding to ensure pedestrians/passengers know general guidelines re. traffic layout and management.
* The entrance bay to each phase of site is to be of suitable dimensions to allow van deliveries pull in off the road.
* The entrance bay to the hoarding at each site entrance is to be signposted.
* The entrance gate is to open inwards to address the issue of striking passing personnel
* Regular audits will take place regarding public areas.
  1. Site Security
* GEM Construction acknowledge the security critical status of the project and shall ensure all activities are co-ordinated with security in mind.
* No deliveries are permitted to be offloaded on public highways and must be offloaded in the construction compound.
* Site gates are to be always manned by contractor staff as well as GEM Security staff when accepting deliveries to ensure members of the public or passengers are provided with advice to direct them to the appropriate doorway.
* Gateways to the project are to be closed and locked when they are not being used.
  1. Site Access/Exit
* The main entry into the project is through the site access road off Adamstown Drive. It is intended that this gate will be the predominant access for the project duration. This gate shall be set up, so the Security hut is set back from the public road to allow positioning of trucks within site grounds rather than having trailers remaining/obstructing the surrounding footpaths. Further access points to Tandy’s 2 will be set up on Adamstown Park Road. The two new entrances will have custom made gates and signage. There will also be 2nd gate man checking deliveries and pedestrians.
* Personnel shall access the works with PPE, use the walkway for access and ensure PPE is worn at all times.
* No staff should access or egress the gates on Tandy’s lane park road. They must walk back to the main compound and leave via Gate 1 onto Adamstown Road.
* Materials shall never be left at ground level outside the gateway at any time.
  1. Noise
* Gem Construction appreciate that the Tandy’s Lane project can be a noise critical area where excessive construction noise may not be taken well by both members of the public who may be passing the site.
* GEM construction will ensure all contractors are aware that the entrance bay to the hoarding is not to be used as a meeting area, and any discussions should move to another area. Particular care must be taken that no bad or unbecoming language is used on site.
  1. Wheel Washing/Road sweeping/Dust Control
* GEM shall retain an area within the internal construction site where wheel cleansing can be carried out- this shall be located just outside the site compound area. Tools and equipment for cleansing shall be retained in this area.
* Muck and debris collected from this area will be cleared and put back into the site to dry out.
* GEM construction shall retain the services of a road sweeping contractor throughout the project works. The service offered by the contractor is to be increased during peak groundworks times and/or during times of significant rainfall.
* The predominant mechanism for maintaining clean roads is the provision of a long hardcore site access road inside the site entrance whereby any trucks leaving the will deposit any debris or detritus from the wheels before leaving the site. The project telehandler driver shall use the sweep roller to maintain the site access road.
* GEM Construction must ensure that any hoarding has the appropriate dust control measures in place to ensure fugitive dusts do not fall on adjacent pedestrian walkways on the project.
* The hoarding is to be checked daily to ensure no breaks have been made which could allow fugitive dusts to escape.
* Any spills of debris or spoil heaps are to be cleaned up immediately or removed away from the hoarding line to ensure safe walking routes are protected outside.
  1. Management of Adjacent Pedestrian Traffic Routes
* While working internally, the fencing is designed to ensure that external pedestrian access routes are protected from falling dusts etc.
* Adjacent public access routes shall have diversional signage and expandable barriers installed to direct members of the public away from construction areas while the hoarding is being erected.
* Where barriers are not suitable, GEM shall ensure traffic safety observers remain on the pathways to direct members of the public away from construction areas.
* Signage shall be erected at the site entrance to ensure pedestrians are made aware of crossing traffic.
* Site hoarding and mesh fencing at the site gate shall be set up to preserve a long sight line in both directions for vehicles exiting the site- this shall ensure both drivers and pedestrians can take suitable measures to prevent impact.
* Signage shall be erected at the site gates to ensure vehicles leaving the site know that pedestrians take priority and must be allowed to pass.
  1. Alternative Arrangements for Pedestrians Using Footpaths
* Where site works need to be carried out on public footpaths- i.e., site set up, the works shall be enclosed within an exclusion zone to protect members of the public.
* Where or if the footpath is to be closed temporarily GEM shall communicate with SDCC and detail arrangements to put in place pedestrian diversions to ensure the public can transit safely around the site.
  1. Site Perimeter Fencing

Sie perimeter fencing is erected around the entire site footprint, and this shall be utilised to ensure pedestrians using pathways around the site are suitably protected from internal construction operations.

* 1. Site Communications
* All site communications are to be co-ordinated through the daily whiteboard meeting. This is to ensure that there is full communication across the site workforce to ensure any internal or external traffic management concerns and issues are identified and communications across the site team.
* All contractors are expected to highlight their new traffic movements across the meeting to ensure that site management can suitably assess the requirements for actions, and to allocate responsibilities to individual contractors.
* Where the input or consent of any third parties is required, GEM site management shall raise those questions with the third party to ensure the appropriate consents or guidance can be received.
  1. Integrity of Vehicles/Certification
* Any vehicles on the project must be maintained in accordance with the Road Traffic Act 1988 incl. subsequent amendments, and where required GEM may expect a servicing record to be received.
  1. Load Security
* It is essential that any equipment being transported is secured using the correct load restraint techniques for safe haulage.
* Specific care must be applied when removing load restraints on site, particularly when removing the last restraint to ensure loads do not topple from the vehicle. Specific training & instruction must be given to all personnel involved in the removal of goods from vehicles.
  1. Incidents/Hazards/Near Misses
* All incidents, hazards, and near misses, whether resulting in injury or not, must be reported to GEM site management immediately.
* This includes incidents, hazards and near misses which have occurred while on any roadways or pedestrian thoroughfares.
* Staff of the project are expected to take suitable records and pictures of any incidents, and also take insurance details of any other road user affected by the incident.
* Where pedestrian incidents occur GEM project staff are to ensure the pedestrian is addressed with the utmost courtesy, and the assistance of the emergency services is to be sought.
  1. Heavy Vehicle Assessments
* The potential use of heavy vehicles is to be assessed through the site management team prior to bringing any deliveries through the site.
* The traffic movements currently envisaged on this project will be approximately 15-20 rigid truck movements per day at project commencement, with 15-20 van movements also to be experienced. The occasional visit of a 40ft articulated truck (4-5 pw) is also expected. Other vehicles will be commuting traffic to the project.
* The path of incoming heavy vehicles will need to be assessed by route walk through by the contractor and GEM site management.
  1. Emergency protocols
* In the event of an event such as an incident, traffic collision, fall of passing passengers/members of the public the GEM or project staff member is to immediately contact the GEM site manager, and if necessary, stay with the injured party.
* The project manager is to receive a call immediately if the incident involves a member of the public.

Diagram

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Tandy’s 2A Walkway set up.

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