



Traffic Management Plan

Company name:

Cairn Homes Construction Ltd.
45 Mespil Road,
Dublin 4,
D04 W2F1.

Site address:

Clonburris Tile 3,
Clondalkin, Co Dublin

Date compiled:

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Revision 2:
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Title:	COM- EHS- 12-TEMPLATE-TRAFFIC MANAGEMENT PLAN				

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1.0 Site Access

Tile 3 of the Parkleigh development is located to the north of the South Link Street that has been created as part of the infrastructural works that are running in conjunction with Tile 1. The works involved the creation of an access point off the R113 as shown below in Figure 1. This will be the main point of access for all traffic that will be entering the site both construction deliveries and staff working on the development.




Figure 1 - Access from R113

Section 2 below will address the deliveries and traffic management protocols for the site. The site entrance has been created as identified above as shown below in Figure 2. Entrance to site compound will be only from the South Link Street. Initial works onsite will entail the securing of site, erection of directional signage and construction of pedestrian access routes to facilitate plant and people segregation. Signs indicating the presence of a construction site, speed limits and security checks will all be erected as required for the works. Site traffic will be restricted to 15kph speed limit throughout the site. It is not proposed to carry out works outside the site boundary once entrance from both sides has been achieved.

2.0 Description of Traffic Management System



Figure 2 - Site location and access

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As shown above the access for construction vehicles will be as per the green line above. The site boundary identified in red above will be secured with a mix of heras and hoarding. Full signage will be erected to alert all deliveries and workers as to the entrance to be taking and prevent any potential backlog of vehicles at the wrong entrance. Access to site will be achieved via the South Link Street currently under construction in the area. At start of Tile 3 this road will be full hard standing (tar finish) that will facilitate all deliveries to site. As shown below the main access route (Figure 3) will then feed off to a secondary road under construction also.

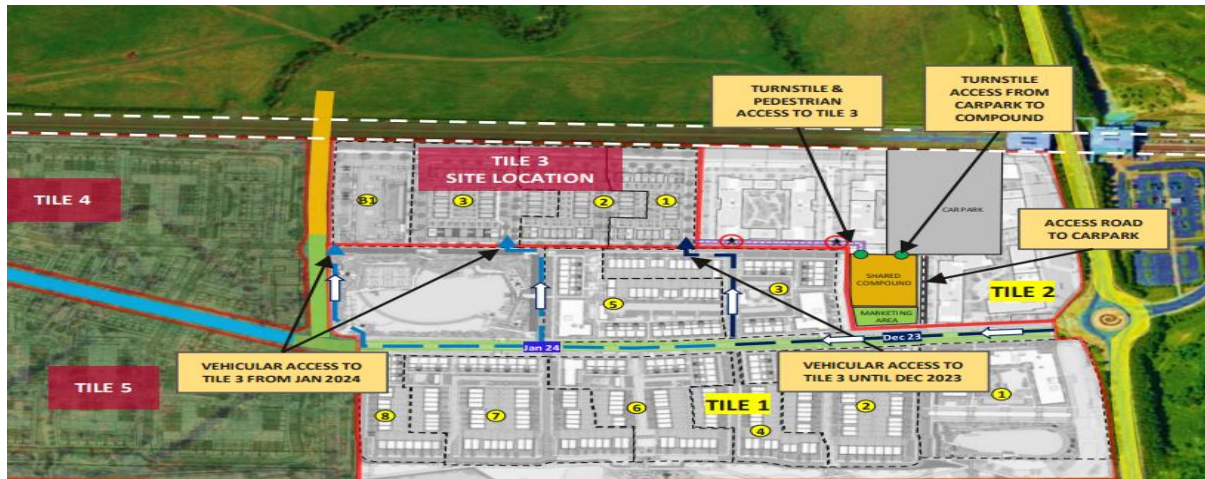


Figure 3 - Site Access

Parking Arrangements.


Parking is provided for over 200 cars/commercial vehicles inside the site boundary in the designated Car Park area adjacent to the compound. Signage will be erected with 15Kph signs erected on all access routes.

Vehicles are not permitted to park or pull in at any part of any public road or amenity. Vehicles are not permitted to drive around the site internally they must remain on the hard standing for the site entrance and the car park. This will minimise the waste or debris on workers vehicles entering and exiting the site.

Housekeeping

The public roads will be maintained in a clean and tidy condition always. The following control measures are to be in place:

- The soil strip from the site is stockpiled on site for future use when possible and used for the creation of formation levels onsite. This will in turn reduce the volume of heavy traffic at the site entrance and reduces the risk of mud and debris being dragged out onto the public road.
- The delivery vehicles are to travel on a hard standing within the site accessing the storage compound or stoned roads.
- The gate to the site is attended at all times and part of the role is to monitor the condition of the road at the site entrance.

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- Signage either side of the site entrance indicates the possibility of vehicles exiting the site for members of the public.
- A Road sweeper is employed to ensure there is no build-up of waste on the public road.
- A vehicle washes down area is provided as necessary within the site to reduce the mud and waste being dragged from the site onto the public road.

3.0 Public/Pedestrian Traffic

Access routes to the development will be created to reduce the potential of people and plant interface. A clear demarcated area will be identified along with signage as shown above in Figure 3. Warning “Plant Crossing” and “construction entrance” signage will be clearly displayed and speed ramps to be installed as required to compliment the 15kph speed limit signage. Speed ramps and 15kph speed limit signage will be positioned on the road to slow down the construction traffic accessing the site and exiting the site.

The site entrance is occupied by a security person who will require delivery vehicles to STOP when accessing and exiting the site, thus slowing them down in both directions. The security person will also monitor the behaviour of the vehicle drivers at the site entrance and report any concerns to site management. No parking of vehicles is permitted in the public area or on the construction site outside of a permitted area and vehicles.


4.0 Vehicular and Plant Management

Plant operators must observe the following points.

- Inspect the plant daily and ensure all auxiliary devices and visual aids are fully functional, Movement alarm, flashing beacon, mirrors and CCTV (where required)
- Use a spotter when working close to site personnel or reversing in a tight area.
- Always check the perimeter of your plant prior to moving off.
- Always wear your seat belt in the cab of site plant.
- NEVER talk on or message on a mobile phone while driving or operating plant.

Site Personnel must observe the following points:

- Always give “right of way” to the plant operators.
- Never pass plant and machinery while they are operational unless you get permission from the operator.
- Never approach the operator of any plant unless they give permission to do so.
- Never walk around the rear of site plant while the engine is running.

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5.0 Signage

The following signage will be displayed as a minimum:

- General construction site warning signage
- Identification of vehicle access point.
- Identification of the Pedestrian access point.
- Visitors report to site office
- Location of parking
- Location of the site offices
- Location of First Aid Boxes and equipment.
- Pedestrian access routes along the side of the site access road
- Speed limit signage along the site internal roads.
- Location of Canteen, toilets, etc.
- Warning live services
- Wear PPE


6.0 Deliveries Traffic Management and Internal Site Access

All delivery vehicles will access the site as described earlier in this document. Once on site there are two means of offloading the deliveries.

1. Access the site compound storage area to offload deliveries. After which the site telescopic handler will transport the materials to the required work area by using the haul road.
2. Delivery vehicles can also access the works area directly by using the developed site road to the works area.

A banks man / spotter will be used with delivery vehicles when reversing or moving off from the site to reduce the risk of contact with construction personnel. The contractor receiving the delivery is to provide the spotter at the location.

All vehicles must observe the site 15kmph speed limit.

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7.0 Appendix A – Risk Assessment

Risk Definition and Matrix

Likelihood Categories

Category	Definition
1	Very Unlikely
2	Not Likely
3	Possible
4	Likely
5	Very Likely

Severity Categories (Safety)


Category	Definitions
1	First Aid, Near Miss
2	LTA (1 Day), Medical Treatment
3	LTA (3 Day), Dangerous Occurrence
4	Single Fatality
5	Multiple Fatality

Category	Definitions
Low	Acceptable level of risk. Risk is controlled as far as reasonably practicable. Existing Controls to be continuously monitored.
Medium	Should aim to reduce risk further to As Low As is Reasonably Practicable . (ALARP)
High	Unacceptable level of risk. Hazard MUST be avoided, or level of Risk reduced significantly & reliably by controls.

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Risk Matrix

		LIKELIHOOD				
		1	2	3	4	5
SEVERITY	5	LOW	MED	HIGH	HIGH	HIGH
	4	LOW	MED	HIGH	HIGH	HIGH
	3	LOW	MED	MED	HIGH	HIGH
	2	LOW	LOW	MED	MED	MED
	1	LOW	LOW	LOW	LOW	LOW

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Activity /hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES	Likelihood	Severity	Grade
Interaction with plant and pedestrian traffic.	<p>Pedestrians struck with plant at site entrance.</p> <p>Speeding vehicles</p> <p>Unauthorized access to site</p>	3	3	High	<p>The Construction access route is located off a route that is controlled by multiple plant marshals and security personnel.</p> <p>Clear warning signs are displayed on the approach to the site entrance.</p> <p>All plant and delivery vehicles will be banked at all times while working in close proximity to pedestrian traffic. Vehicles accessing the site or exiting the site must STOP at security and stick to 15kph until they join the main road at the Roundabout.</p> <p>Warning signage will be erected along pedestrian access routes</p> <p>All contractors will be made aware of this document and will follow the controls within it.</p> <p>Clear sightlines are maintained at the site entrance.</p>	1	3	Low