

	Traffic Management Plan U Store It	U Store It	Rev. 0
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U Store It - Traffic Management Plan

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Revision History

Rev 0 - 10.01.2024	Original draft

 Elliott BUILDING & CIVIL ENGINEERING	Traffic Management Plan U Store It	U Store It	Rev. 0
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Scope

The purpose of this document is to explain how construction traffic to and from the entrance gate to the location on site. The traffic management plan is designed to maintain safe access and egress for the construction staff and visitors. All Contractors and material delivery companies involved in the project will be issued with the traffic management plan. This traffic management plan is a live document and will be continually updated as the works progress.



- Deliveries will access site as shown above & will proceed to agreed set down area.
- During access/egress extreme caution must be taken to ensure route ahead is clear of pedestrians.
- Cars & Vans will only park in areas designated for site Parking, this will be communicated to all subcontractors at time of appointment.
- Deliveries for Trucks or Vans will access site as shown above and will proceed too holding/offloading areas as directed to site management.
- The main gate will be open during working hours only for offloading.
- Subcontractor supervisors must book in deliveries prior to arriving on site.
- Only Planned Deliveries will be accepted on site.
- Access to Set Down off load area is only allowed once Site management have accepted delivery to site.
- All Visitors must report to site Office
- Clear access must be maintained at all times in this area no materials or vans are allowed too be left on Road or block access.
- All Delivery vehicles must turn their engines off while waiting in holding area or in position of off-loading area this is to control noise & emission levels withing areas.
- All trades or drivers making deliveries to Site must report to site Office/Management.
- No Reversing is to be undertaken without Banksman.



- Once Deliveries have been accepted trucks/vans will be positioned by Banksman/Teleporter Driver.
- Clear access Egress must be maintained at all times.
- Materials will be off loaded & transported to Set down Compound & Truck must leave as soon as off loaded.
- Access to Delivery area will be through Pedestrian Access Routes, Barriers will be in place with signage these barriers are only to be moved by Authorised Site management no drivers or others are to move barriers for access without authorised person in place & must be replaced as soon as van/car has accessed & same when leaving site area.
- When leaving site extreme caution must be taken to ensure route ahead is clear of pedestrians.
- Drivers to approach site entrance/exit in the correct position to ensure they do not mount the existing kerb on either side of the site entrance or neighbouring properties.



Road access/egress must be always maintained if set down area is full or loading areas been used delivery drivers must ensure they wait in an area that does not cause any obstruction to neighbouring properties or pedestrians.

All Operatives working on Site must Park in such a manner as to not obstruct neighbouring business access/egress routes. They must not park on footpaths or park in such a way that they will cause obstruction to pedestrians. This will be communicated to all subcontractors at time of appointment.

All Companies making deliveries to site are to ensure that the vehicles delivering to site does not have any dirt mud attached to vehicle wheels that could become loose & spread dirt/dust onto site access egress roads.

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If any delivery or other site related vehicle encounters dirt/mud which is then deposited on public roads, Elliott Group will ensure a road sweeper is deployed ASAP, this hire maybe CC back too all/any companies who may have been source of this mud/dirt.

If the situation arises where dust is been raised or distributed by site delivery or other vehicles, as above, a road sweeper or water suppression will be used to mitigate dust migration to sensitive receptors.

All suppliers of materials and all contractors involved with the project will be issued with this Traffic Management Plan at time of appointment.

All Delivery vehicles will enter the site Area Via the main Road & follow the routes & process outlined in this document, there is no waiting on Entrance Road/Roads.

Deliveries will progress onto site until a banksman has been assigned and the delivery is called to into offloading area.

All suppliers and subcontractors will be advised that reversing without a banksman is strictly prohibited.

No Deliveries will be accepted or off-loaded outside off-loading area without prior agreement with site management & without traffic/pedestrian management controls in place.



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Within the site, plant working areas will be segregated from pedestrian access ways with fencing and signage.

Fencing and signage will be relocated and modified as the works proceed.

Access and egress routes to be kept clear of materials at all times and monitored on an ongoing basis.

All mobile plant to have flashing beacons and reversing cameras/clean undamaged mirrors.

All plant operators to be CSCS trained and certificates must be uploaded at time on site induction.

All construction personnel to have full PPE to ensure they are clearly visible to plant operators Elliott Group operate a mandatory 5 point PPE policy on site at all times which includes:

- Hard Hat
- Hi-Visibility Vest
- Safety Glasses
- Safety Gloves
- Safety Boots with ankle support

All construction personnel to make themselves known to plant operatives before walking near plant.



Pedestrian Access to site will be via designated walk ways leading to a facial recognition turnstile.

Pedestrian Walkways throughout the site will be controlled with Movable barriers and spring loaded pedestrian gates. Gates will be positioned in such a manner that it opens against the natural flow when approaching areas where plant is operational.

Risk Definition and Matrix

Probability Categories

Category	Definition
1	Practically Impossible
2	Not Likely
3	Possible
4	Likely
5	Very Likely

Consequence 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, and task not to be carried out and level of Risk to be reduced significantly & reliably by controls.

Risk Matrix

		PROBABILITY				
		1	2	3	4	5
CONSEQUENCE	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

Activity/hazards	Risks	CONTROL MEASURES						
		Likelihood	Severity	Grade				
<u>Site Traffic</u>	<ul style="list-style-type: none"> Collisions. Serious personal injury to workers and road using public. Property and vehicle damage. 	3	5	H	<ul style="list-style-type: none"> Provide adequate safety signage. Full Time Gate Man in place. Always wear Personal Protective Equipment, especially a hi-visibility jacket. Keep all site traffic to a maximum of 10MPH. Ensure only trained and authorised personnel operate vehicles. Beware of danger or entrapment of limbs by machines. Keep all vehicles serviced and in good repair, as is necessary. All construction vehicles are to be provided with reversing beepers and reversing lights/flashing beacons. All Deliveries must have a banksman at all times. 	2	5	M

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
					- All Sub-contractors must provide a banksman for there deliveries.					
<u>Vehicles</u>	<ul style="list-style-type: none"> Mechanical failure, breakdown. Falling/spilling objects. Road accident/serious personal injury. Injury/fatality to other road/site users. 	3	5	H	<ul style="list-style-type: none"> Vehicles to be regularly serviced and maintained. Brakes, lighting, exhaust and tyres to be checked weekly and kept in good order. All items inside the vans to be secured during transport. Vehicles to be driven by trained and licensed drivers only. First aid box to be carried and the contents checked regularly. The rules of the road to be strictly followed especially regarding speed and parking. Vehicles to be checked daily as per the manufacturer's handbook. 	2	3	M		

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES	Likelihood	Severity	Grade
					- Vehicles are never to be driven with dangerous defects or damage. Report any damage or defects found to your Supervisor.			
<u>Movement of Pedestrians And Vehicles in Danger Areas</u>	<ul style="list-style-type: none"> Obstruction of Public. Injury to Public. Insufficient clearance between traffic routes and doors. Collision. Accident or Bodily Injury. 	3	5	H	<ul style="list-style-type: none"> Ensure outdoor and indoor places of work are organised in such a way that pedestrians and vehicles can circulate in a safe manner. Ensure routes including stairs, fixed ladders and loading bays and ramps are designed, located and dimensioned to ensure easy, safe and appropriate access for pedestrians and vehicles in such a way as not to endanger employees employed in the vicinity of such routes. Ensure routes for pedestrian traffic or goods traffic are dimensioned in accordance with the number of potential users and the type of undertaking. Ensure sufficient safety clearance is provided for pedestrians if means of transport are used on traffic routes. 	2	4	M

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
					<ul style="list-style-type: none"> - Ensure sufficient clearance is allowed between vehicle traffic routes and doors, gates passages for pedestrians, corridors and staircases. - Ensure pedestrian routes and traffic routes are clearly identified for the protection of employees. - Ensure if the places of work contain danger areas, in the nature of work, if a risk of employee or objects falling – these are: <ul style="list-style-type: none"> • Equipped with devices preventing unauthorised employees from entering those areas. • Clearly indicated. • Appropriate measures are taken to protect employees unauthorised to enter danger areas. 					
<u>Movement of Excavators</u>	<ul style="list-style-type: none"> • Collisions. • Overturning • Loss of Control • Risk of serious or fatal injury to the 	3	5	H	<ul style="list-style-type: none"> - Excavators to be driven by trained, experienced operators, trained to CSCS level, as per the Construction Regulations, 2006. 	2	5	M		

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES	Likelihood	Severity	Grade
	operator and bystanders in the vicinity due to overturning, collisions and loss of control or collision with other plant or vehicles				<ul style="list-style-type: none"> - Driver to carry out daily visual checks prior to starting work. - Defects or suspected defects to be reported immediately to the Supervisor. - Regular servicing and maintenance to be carried out and properly recorded. - Warning signs to be posted at strategic locations to alert persons to the movements of excavators. - Drivers of smaller vehicles must ensure that excavator drivers, when operating nearby, can see them. - Where a workplace or a site road is close to an open edge, the edge must be clearly marked and lined with boulders and safety barriers. - Site roads not to exceed a gradient of 1 in 5. - Test certificates and Form GA2. 			

Activity/hazards	Risks	Likelihood			Severity			Grade	CONTROL MEASURES			Likelihood			Severity			Grade
		Likelihood	Severity	Grade	Likelihood	Severity	Grade		Likelihood	Severity	Grade	Likelihood	Severity	Grade				
<u>Public accessibility to work area on site</u>	<ul style="list-style-type: none"> • Serious personal injury. • Fatality. • Slips, trips, fall – over goods, materials, rough terrain, into excavations, manholes, sewers or from heights. • Electrocution. • Theft. 	3	5	H	<ul style="list-style-type: none"> - Warning signs to be posted to highlight the dangers involved. - All access points to be closed/barricaded to prevent access to unauthorised persons. Full time Gate Man in place. - Entrance to be fully secured each evening/end of each work shift. - Only authorised personnel allowed on site, signs to be posted. - Responsible person to check site boundaries on a regular basis. - Loose equipment to be removed outside of working hours. 	2	3	M										
	<ul style="list-style-type: none"> • Poor Lighting. 	3	3	M	<ul style="list-style-type: none"> - Lighting must be adequate. - Temporary Lights must be put in place where required. 	2	2	L										

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
					<ul style="list-style-type: none"> - Flashing beacon and cones must be put around the work area where necessary. - All machines on site must have lights and flashing beacons that are fully working at all times. 					
	<ul style="list-style-type: none"> • Operatives being hit by machines on site /passing traffic. • traffic. 	3	5	H	<ul style="list-style-type: none"> - Ensure adequate clearance is left around the working area. Fence off the area. - Ensure that only authorised personnel are in the vicinity of the operation and that correct protective clothing is worn. - Ensure that the task is supervised and controlled by a competent person. - Use cones, fences and red and white tape to mark off the area when working in public areas and post warning signs of dangers. - Proper signage at adequate distances from the works or road crossing points must be provided. 	2	4	M		

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
					- These signs must not be placed on the road, as they pose a serious danger to the road user.					
<u>Emergency Procedures</u>	<ul style="list-style-type: none"> • Fire. • Injury. • Illness . • Attack. 	3	5	H	<ul style="list-style-type: none"> - Develop an emergency procedure to deal with these risks and this is to be clearly conveyed to the staff. - Check emergency procedures regularly and where necessary update them. - In Accordance with the Fire Services Acts 1981 and 2003 (No 30 of 1981 and No 15 of 2003) and any other legislation, an employer shall ensure that: <ul style="list-style-type: none"> • Emergency routes to emergency exits and exits themselves are kept clear at all times and lead as directly as possible to the open air or to a safe area. • In the event of danger, it is possible for employees to evacuate all workstations quickly and as safely as possible. - Ensure emergency access doors open outwards. 	2	3	M		

Activity/hazards	Risks	Likelihood	Severity	Grade	CONTROL MEASURES			Likelihood	Severity	Grade
					<ul style="list-style-type: none"> - Ensure the number, distribution and dimensions of the emergency routes and exits are adequate for the use, equipments and dimensions of the place of work and the maximum number of persons that may be present. - Ensure any sliding or revolving doors are not used, or intended to be used as emergency exits. - Emergency doors and gates are not locked or fastened to obstruct emergency exit. - Specific emergency routes are to be indicated by signs in accordance with Part 7 Chapter 1 of the General Applications Regulations of 2007, and such signs are placed at appropriate points and are adequately durable. - Ensure emergency routes and exits requiring illumination are provided with emergency lighting of adequate intensity in case the lighting fails. - Fire Drills take place twice a year. 					