



National Science Conservation Centre (NSCC)

Twycross Zoo

Traffic Management Plan

Produced By: Adrian Hatton - Version 2
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Regular reviews of this document shall be conducted by a member of the site project team with the information highlighted in the above table.

Traffic Management Plan including planning requirements

Project location

Access/Egress & security arrangements

Vehicle & Pedestrian Segregation

Movement of Vehicles – inc deliveries

Visibility – inc turning & reversing

Instructions & Signage

Wheel cleaning facilities during the construction phase

Timetable of provisions

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Traffic Management Plan (TMP)

This TMP has been developed by the Henry Brothers project team. The aim of the TMP is to demonstrate our proposals for access, egress and management of all vehicle movement associated with the works.

Our intention is to comply with all current regulations, in particular “The Construction (Design and Management) Regulations 2015”. Regulation 27 – Traffic Routes and to meet and comply with “Condition 12” of the Planning Approval. (24/00838/CONDIT) The following measures shall be applied.

- A. Summary of site wide access arrangements
- B. Traffic Management (Where relevant for construction traffic)
- C. Details of the routing of construction traffic
- D. Details of wheel cleansing facilities during construction
- E. Timetable for their provision during construction

The traffic principles can be summarised as:

- No waiting, parking or unloading at any time will be permitted on the sites approach roads.
- The unloading & storage of materials shall always be within the site boundary.
- Parking for all operatives and subcontractors will be in dedicated compound zones on site.
- Temporary signage and traffic management measures will be used where appropriate.

Project Location:



Project Location:

The site is located at:

Twycross Zoo,
Burton Road,
Atherstone,
CV9 3PX

Contractors/Visitors/deliveries to the site are not to enter via the main Zoo entrance using the above postcode.

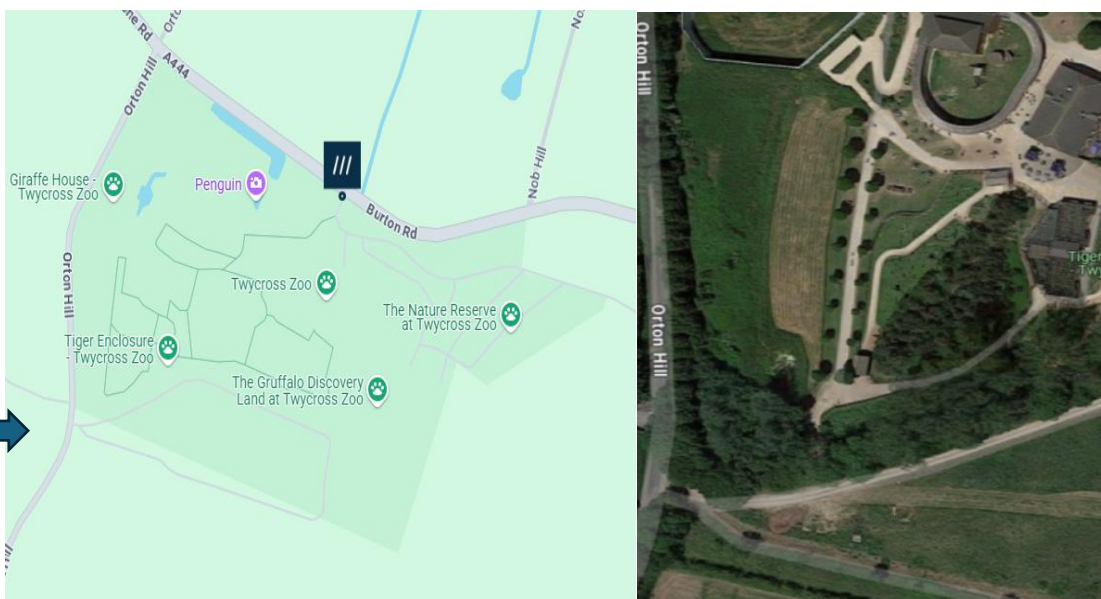
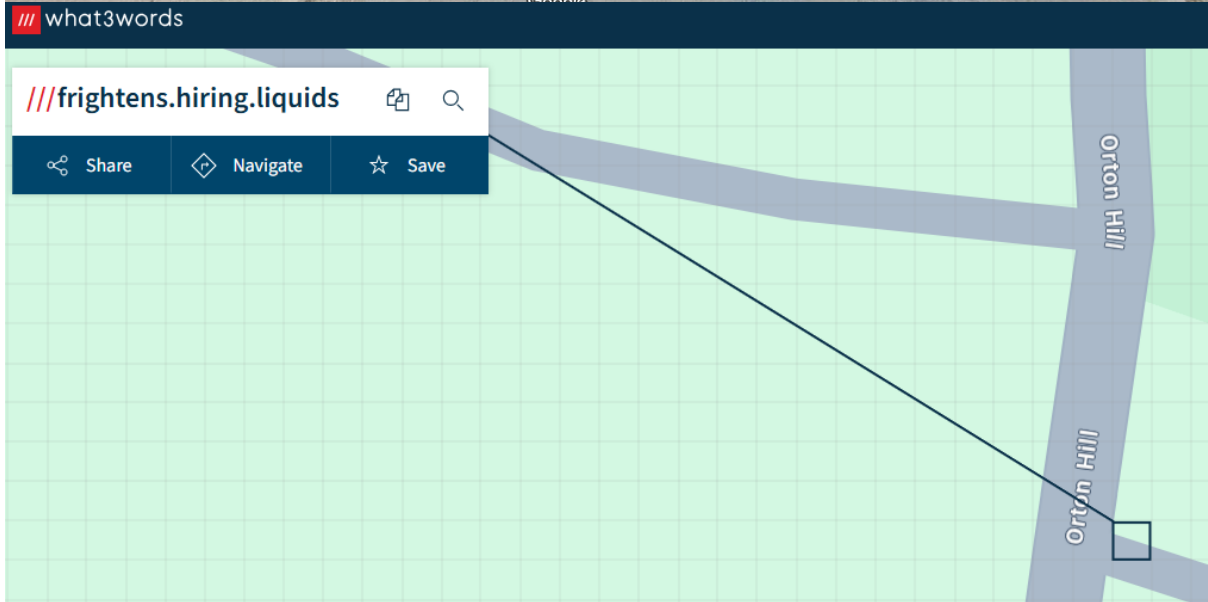
Access/Egress

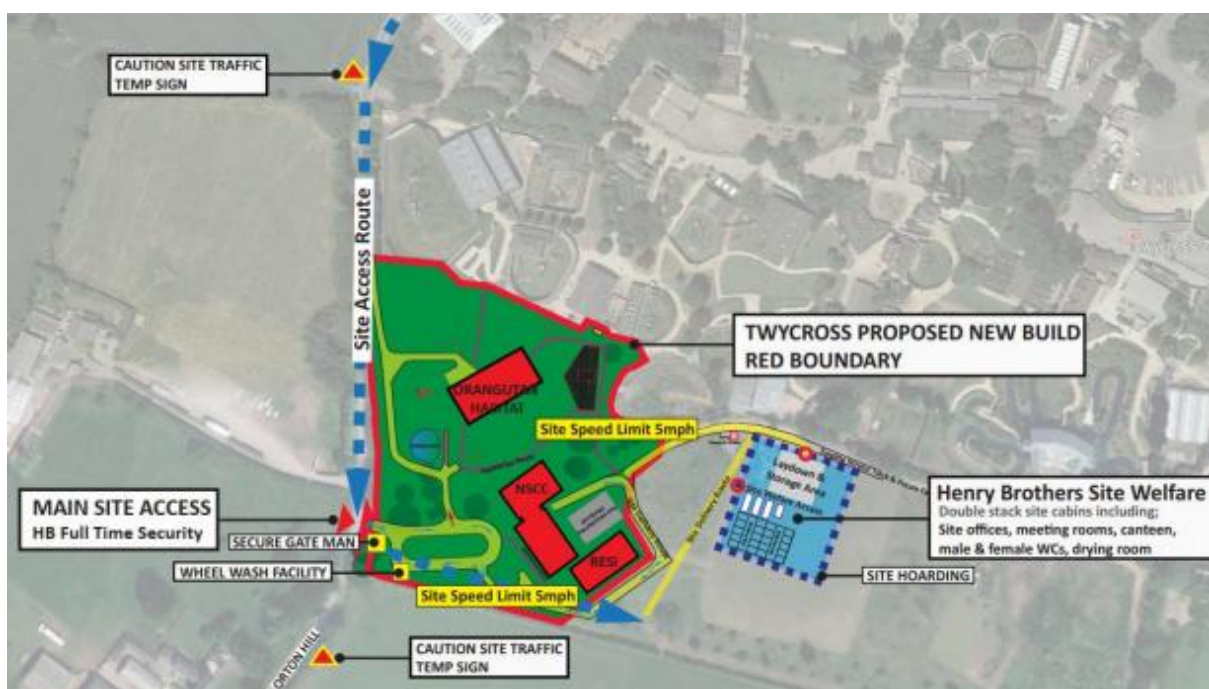
Vehicle access to the construction site will be gained via the main A444 Burton Road. Site vehicles shall be required to enter onto Orton Hill (Orton Rd) with the entrance located partway down the road (see pics below). There are no known vehicle restrictions (weight, height etc) on this access route. However, Orton Hill Road is a narrow lane. The access road shall lead directly to the site compound. This area shall be part of the first development phase to allow access for all site traffic and future visitors etc to the finished development. There will be a 2-way process in place for vehicles coming on/off site.

What 3 Words -Orton Rd **construction site access** – See blue arrow -
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Access/egress & control measures

Security

Henry Brothers Ltd will control access to the site. There will be a security presence upon entry and exit during the working hours. All visitors/contractors/deliveries shall be directed to the main site offices to sign in. Heras fencing shall be used to close off the site and help prevent unauthorised access. Henry Brothers will provide the Zoo with a 24hr call out number in case of an emergency. All persons shall be informed of the project security arrangements &

requirements during their induction. The site security will be issued with a site 2-way radio in order to always maintain contact with the site team.

Site speed limit

A 5mph speed limit will be in place within the site confines. Signage will be displayed upon entry, and this will be re-iterated during the Henry Brothers Ltd site induction. Speed will be monitored by the site team throughout the project.

Parking

There shall be parking available with the HB site compound (see site plan).

There **will be no contractor parking in the main zoo carparks**

Throughout the duration of the project there will be dedicated parking for site operatives, subcontractors and visitors. Where possible vehicle sharing will be encouraged to keep the number of vehicles to a manageable level. The extract image on page 5 shows the location of the temporary area provided within the site boundary. This ensures the movement of all traffic is only entering/exiting the site in a forward direction. Pedestrian movement will also be provided via dedicated routes within the site itself, but also from the main site entrance off Orton Hill.

Vehicle and Pedestrian segregation

There will be clearly defined routes for pedestrians separating them from vehicles and mobile plant. These routes and walkways shall be monitored to ensure they are not blocked forcing people into the path of moving vehicles. Carparking shall be segregated from the main works area. A separate laydown area shall be established for the storage of materials. Pedestrian access routes and crossing points will be installed from the site compound to the works area ensuring safe crossing points. Where mobile plant and equipment are operating a seclusion Zone will be set out around areas always maintaining good segregation.

Mobile plant & equipment competency

It is a requirement that all persons on our sites can provide proof of competency during their induction with the site manager. Only competent trained personnel will be allowed to operate mobile plant and machinery.

Deliveries & construction traffic

Henry Brothers Ltd are aware that the level of traffic during rush hours and particularly school holidays with a significant increase in visitor numbers to the zoo which often creates cues along the main A444 Burton Road in both directions. Due to this Henry Brothers Ltd will try (where possible) to avoid deliveries of plant and materials at these peak times to reduce the inconvenience and delay of materials etc getting to the site. Times will be highlighted to all contractors on inception off their contract package.

Project specific traffic management plans will be drawn up by Henry Brothers site management team in consultation with the client to manage access requirements during the various phases of the works.

Directional signage will be used by Henry Brothers to communicate to vehicle and pedestrian traffic connected to the Project.

All plant movements will be controlled by competent banksmen and site speed limit signs will be adhered to.

Consideration will be given for possible obstructions for other users when delivering and unloading of materials.

Henry Brothers will ensure that during the haulage of materials or loose loads that they are covered and/or secured to prevent spillage.

Temporary Storage areas for materials will be as close to the working area as possible. Each temp storage area will be marked upon a logistics/traffic management plan and sent for approval prior to the areas being brought into use.

Delivery vehicle instructions

All deliveries will receive clear instructions from the banksman with regards to unloading, speed, safety, security protocols and procedures, emergency procedures, assembly points, first aid, site rules, location of welfare facilities.

All companies and drivers are responsible for the safety of their loads and are to ensure that they are appropriately secured. Vehicles must always be driven in a safe manner and when being reversed, drivers must take special care to safeguard pedestrians. The contractor must maintain close liaison with Henry Brothers at the appropriate time(s), in order that loading and off-loading of vehicles on site is undertaken with the correct supervision.

Delivery Vehicles / Laying Up

Prevention Steps

1. Delivery hours will be limited to the agreed times. This condition forms part of the subcontract documentation, and subcontractors are reminded of this at pre-start meetings.
2. Deliveries are to be booked in with the Henry Brothers site management.
3. Site Management will be in position half an hour before the start of work and before the earliest delivery time.
4. Persistent offenders will be reported to Henry Brothers Site Manager, who will resolve the issue with senior management or the offending company.

Visibility

Existing lines of sight at the main entrance to site will be always kept open. Where possible temporary signage along Orton Hill may be sited to inform other road users of additional traffic and possible slower movement in/out of the site. If required and determined by risk assessment, the use of other temporary traffic controls, such as lights, mirrors, manned speed restrictions and warning signs would be used.

Turning and Reversing vehicles

Where possible the turning and reversing of vehicles and plant shall be avoided. Where there is no alternative then,

Vehicles (plant & deliveries) must be fitted with fully functioning, mirrors, cameras and audible alarms

Trained vehicle marshals shall be appointed to help control vehicle and plant movement.

Reversing shall only take place away from pedestrians.

Where necessary and if identified due to the change in weather/seasons lighting shall be provided.

Signage and instructions

Clear and informative directional signage shall be displayed around site, including pedestrian access routes, crossing points and the site speed limit will be displayed.

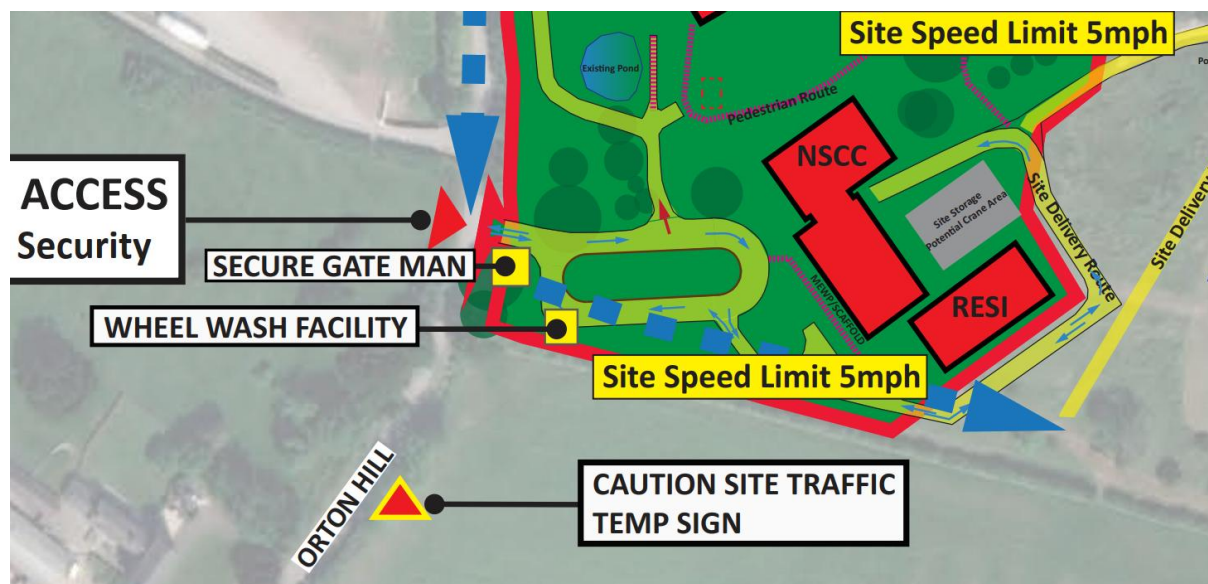
Instructions are issued upon entry to site by the gate/security personnel to all contractors and visitors,

The Traffic Management Plan and the control measures are included within all contractor inductions to ensure early understanding, acceptance and compliance with the rules that will be enforced on each project.

Details of wheel cleansing & road cleaning facilities during construction

To ensure we can maximise clear, clean and safe routes early, all below ground drainage, subbase and hardstanding base course will be installed prior to above ground construction commencing. All temp routes in/around the site will be stoned up. *(See lighter green & yellow routes in image below)*

This will allow us to ensure site-based dirt/muck transfer on to existing highways is kept to an absolute minimum. Where inclement weather causes a risk to mud being carried out to Orton Hill – Henry Brothers will employ a third-party road cleaning service to keep the area clear during periods of increased risk.



Timetable for their provision during the construction

Duration of the project – Approximately 74 weeks

All provisions relating to this project shall be made available throughout its duration and not prior to the discharging condition.

