

Construction Traffic Management Plan

GF Tomlinson Building Ltd

Contract Number: D2147

Project Title : Barwell Medical Centre

Address of works : High St, Barwell, LE98DS

Telephone: 01332 342202

28th April 2023

Details of the contact for any local concerns with construction traffic activities on the site.

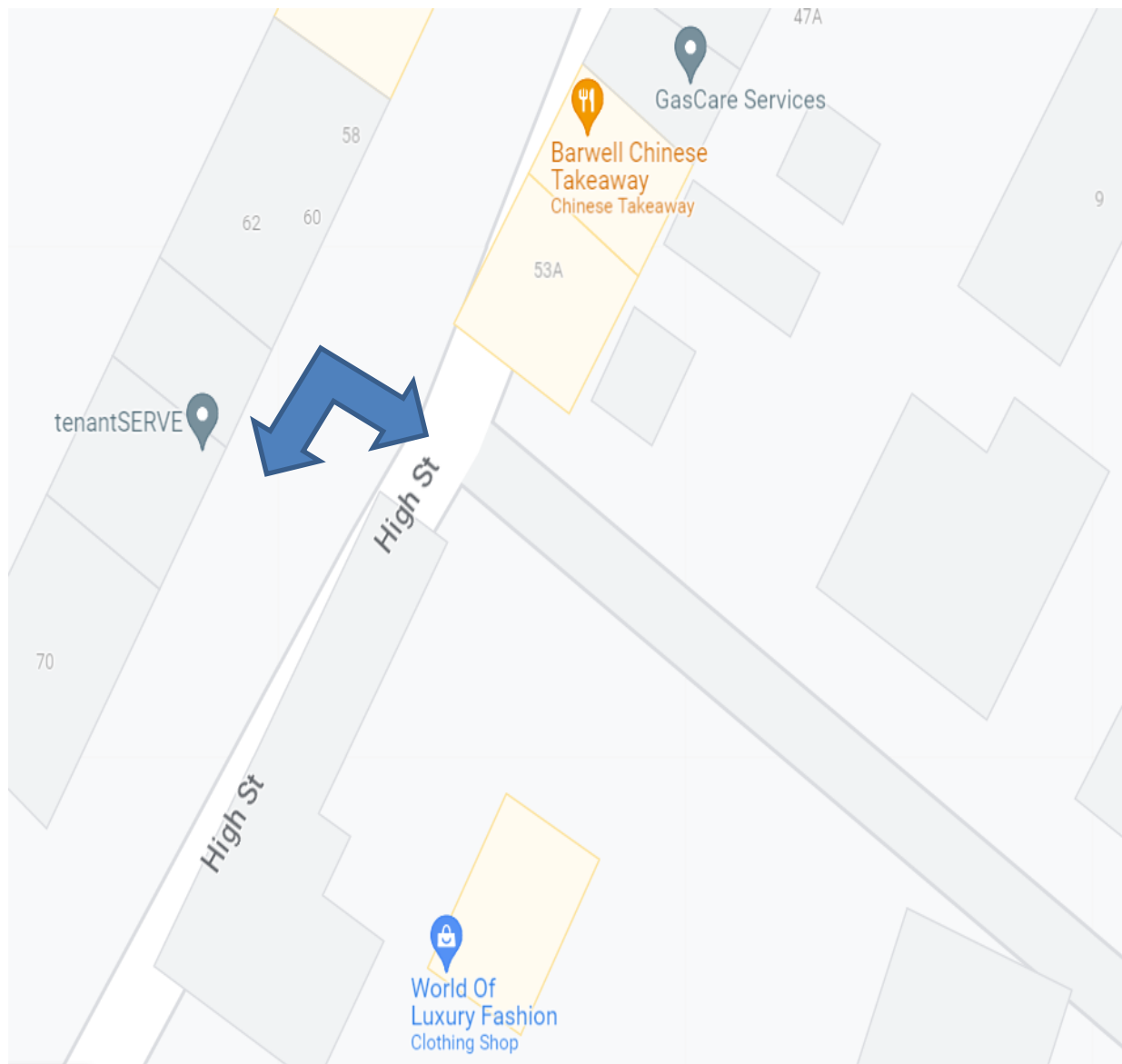
Matt Smith -Site Manager GF Tomlinson Building 07738144599

Rob Sullivan Senior Contracts Manager GF Tomlinson Building 07436 799472

Phasing of the Works.

The construction programme lasts for circa 48 weeks with a commencement of 03.07.23

- 1. Access to site-** Access to the site will be via High St, Barwell. The access is between number 53A and the adjacent white cottage (currently vacant) The entrance will be manned by a GFT vehicle marshall. The vehicle marshall will be in charge of recording all personnel and deliveries entering the site and will manage the cleanliness of the site entrance and hardstanding areas. They will also ensure that all signage is maintained and kept in a tidy manner. The gate person will have radio contact to the Site Manager on site so communication can be maintained and the Site Manager can then react if any issue occurs.



To ensure the vehicle routing is communicated to all parties the traffic management/logistics plan will be appended to all supplier and sub- contractor orders to ensure compliance with the Traffic Management Procedures. The vehicle types required to allow development of the site will vary dependant on activity however we will assess certain deliveries to ensure that the most suitable vehicle is used to access the site. In most cases we will be using rigid vehicles to enter the site. During liaison with the steel frame erectors suitable plant will be selected to ensure that all proposed plant can safely enter the site without causing disruption to other road users. With any large plant we will also review the access weight limits before proceeding with any proposal.

Carparking (whilst small numbers) will be on the existing hard standing on the RH side as entering the site. Once numbers increase the site will encourage use of the adjacent public car park on Stanley Street. A designated pedestrian route will be used utilizing the door through the white cottage to avoid pedestrians trying to enter the site in the same location as the delivery vehicles/site transport.

To minimise the disruption to the local highway large vehicles (over 7.5 tonne) will be directed to enter Barwell from Hinckley Rd/Mill St thus avoiding the centre of Barwell. This will mean they will turn right into the site and turn left on leaving the site. The restricted delivery routes will be included with the contract and purchase orders and will be displayed on the site board and will be reinforced at Pre-commencement meetings. The Contact number for the site will be clearly displayed on the orders for the Drivers to ring ahead in the event of a delay to their delivery because of traffic problems to ensure they do not then arrive at a time when the delivery cannot be brought directly into the site area. In addition to this it is proposed that larger deliveries will be time segregated from other vehicles, with loads being timed to avoid peak hours by bringing them within the site demise early or where practical adjusting key deliveries that may impact other Road users.

Peak school times will also be avoided due to the proximity of the Barwell Academy circa 200 yards down the road.

- 2. Hours of Construction Work** Mon- Fri 7.30am to 6pm, Sat 8am – 1.30pm, No working on a Sunday. (as per planning condition)
- 3. Hours of delivery of goods and materials** Deliveries will be managed to avoid peak school hours ie 8.30 am and 3.30pm

- 4. Location of on-site compounds including provision for the turning of HG vehicles and parking arrangements** On site cabins and turning circle is as per the attached Traffic Management/logistics Plan. The parking arrangement is as per the attached plan. The on site carpark will be on the right hand side as you enter from High St.
- 5. Method of Prevention of Debris being carried onto Highway and measures to Control the Emission of Dust and Dirt during Construction;**

This will be managed by road sweeping and jet washing on the site. There will be a temporary hardstanding within the site area so that the vehicles can be cleaned.

The exit driveway from the site will be maintained so that vehicles are driving on clean material and carrying debris onto the highway.

Following the completion the main drainage the base coat tarmac for the permanent site access road has been given priority. This will allow vehicles to drive on clean maintainable surfaces for the rest of the project.

All contractors engaged in the project shall undertake measures to ensure the potential for Air borne dust/debris during construction is minimised.

- Stock piles of Aggregate or soil will; wherever possible be kept to the minimum practical height. The stock piles will be tracked by machine to seal them and where necessary after periods of prolonged dry weather they will be damped down.
- Areas of completed Earthworks will be vegetated at the earliest opportunity.
- The site and the access road will be regularly inspected by the Site Manager and action taken to clean up any material found. The frequency of the cleaning will increase during periods of inclement weather and intensive vehicle movements.
- Materials stored on site will be reviewed to assess their wind borne potential. Stone and Aggregates will be kept in small stock piles for a minimum period and will be laid in their final designated area at the earliest opportunity. In periods of prolonged dry weather stock piles and areas of exposed aggregate will be damped down to minimise dust. Skips containing loose light materials will be covered to prevent debris becoming airborne. Packaging removed from deliveries will be placed in appropriate containers.
- The site boundaries will be regularly inspected to ensure they are kept clean and tidy.

In warm/dry weather and during demolition of the existing buildings the site will be dampened down. Waste skips will be exchanged regularly so that they are not over filled. A Road sweeper will be arranged to maintain the hardstandings on site and utilized if any material does manage to get onto the highway. We will ensure on a daily basis that adjacent areas are kept clean and tidy. Sheeted lorries will be used where loose material is being transported.

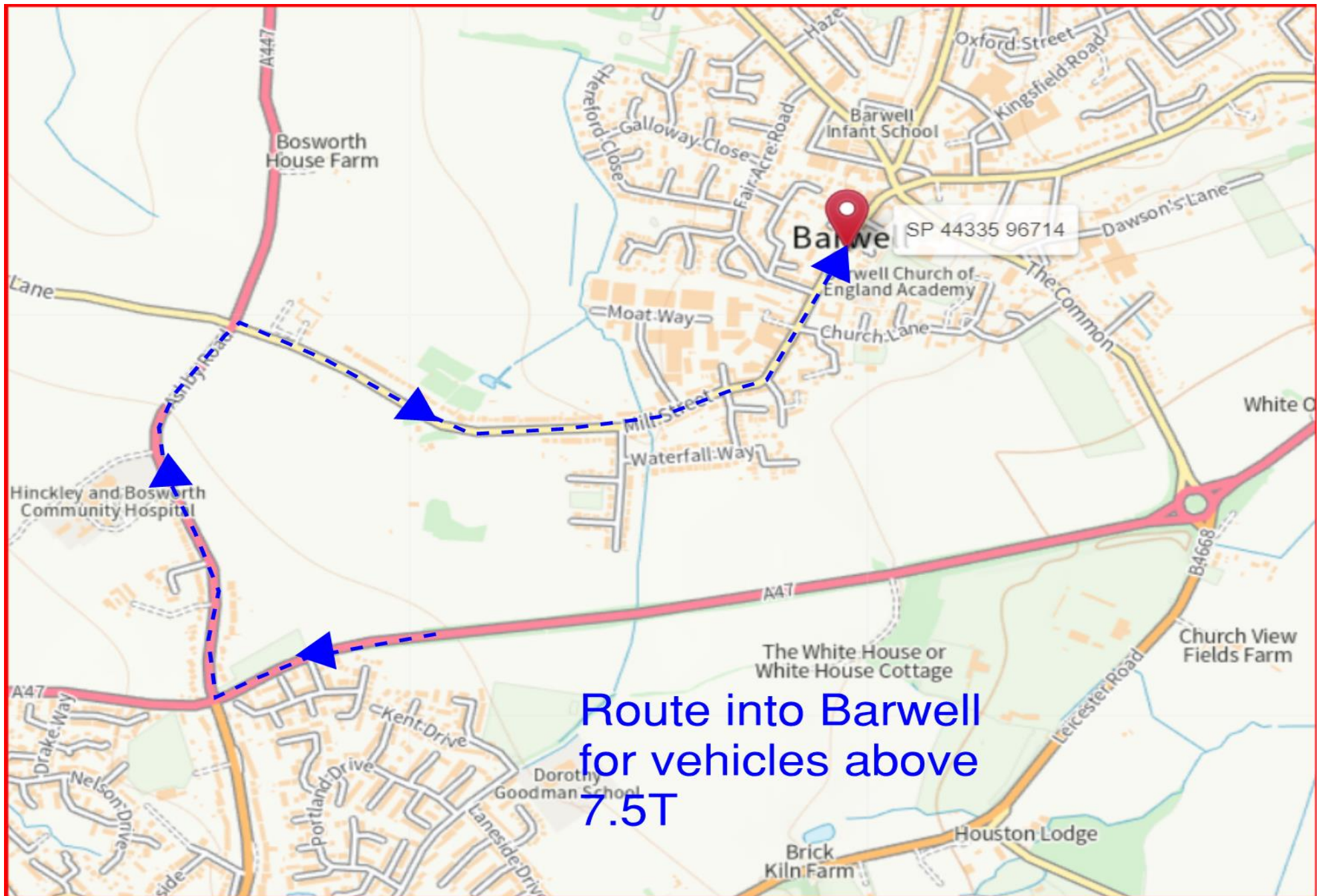
Toolbox talks will take place with appropriate trades regarding cleanliness of the highway.

Where drilling and cutting is carried out suitable dust extract will be utilized as well as dust suppression using water where required.

6. **Noise Management Procedures.** We will ensure that all noisy operations are kept to a minimum. We will carry out work that can omit noise in a controlled manner. Works will be timed, monitored to ensure that it does not exceed permitted guidelines. Well maintained plant will be utilised and additional localized noise reduction screens will be utilized if deemed necessary. Plant will be turned off when not in use and not left idling. Vehicles will not be permitted to sit outside the site prior to opening times.
7. **Site lighting details** .Site lighting will be positioned in locations that do not direct them either at adjacent properties or the highway.
8. **Routing of construction traffic (including swept path details),** To minimise the disruption to the local highway Heavy goods vehicles will be brought to site via Mill st and Hinckley Rd to avoid the centre of Barwell . The restricted delivery routes will be included within the sub-contract orders and purchase orders. These requirements will also be re-iterated at pre- construction meetings and at the site induction.

The Contact number for the site will be clearly displayed on the orders for the Drivers to ring ahead in the event of a delay to their delivery because of traffic problems to ensure they do not then arrive at a time when the delivery cannot be brought directly into the site area. In addition to this it is proposed that larger deliveries will be time segregated from other vehicles, with loads being timed to avoid peak hours by bringing them within the site demise early or where practical adjusting key deliveries that may impact other Road users.

- 9. Arrangements for Turning Vehicles:** All vehicles will enter and leave the site via High St. A turning circle for vehicles will be located on site. See attached Logistic Plan.
- 10. Scheduling and timing of movements including nature and number of vehicles,** Many of our deliveries will be in the morning however there will be certain days when there will be a consistent flow of deliveries eg. Stone, Concrete. A delivery schedule will be made up on site on a weekly basis. We will reduce the size of vehicles to rigid vehicles to access the site. We would anticipate during the first stages on the project with approx. 10 construction vehicles entering the site per day. Cars and vans will at its peak will be approx. 20no.
- 11. Details of escorts for abnormal loads,** In any event of abnormal loads which is very unlikely we will ensure that a risk and method statement is produced to detail access arrangements for such vehicles. However at this stage we do not envisage any abnormal loads entering the site
- 12. Temporary removal and replacement of highway infrastructure/street furniture,** We do not envisage removing any highway infrastructure. If there is a need for any removal we will process through the correct channels.



Access and egress for the site for vehicles over 7.5T.

DOCTOR COOKES CL

HIGH STREET

Wheel wash
facility on handstanding

Emergency
Master Point

Site
Parking

Offload/Laydown
Area

Offload/Laydown
Area

New Building

Welfare facilities and
secure storage

Waste Segregation

