



TRAFFIC MANAGEMENT PLAN:

ALDINGBOURNE COUNTRY CENTRE **– CONFERENCE CENTRE PROJECT**

**ALDINGBOURNE COUNTRY CENTRE
BLACKMILL LANE
NORTON
CHICHESTER
WEST SUSSEX
PO18 0JP**

Revision: A



REVISION SHEET

<u>REVISION</u>	<u>DATE</u>	<u>CHANGES MADE</u>
00	17/3/17	Document produced for delivery to the Principal Designer / Client for review, comment and approval prior to commencement of works on site.
A	17/3/17	Numbers and frequencies of vehicles added.



1. Introduction:

Amiri Construction Ltd are undertaking the project to construct a new three storey conference centre (lower and upper ground floors and loft level) and associated large car park area at Aldingbourne Country Centre, Blackmill Lane, Norton, Chichester, West Sussex PO18 0JP.

Prior to commencing any construction works there will be the setting up of the temporary roads, cabins and site compound.

The main items that follow are the traffic control measures being put in place by Amiri Construction Ltd to reduce the risk of any injury or collision accident occurring so far as is reasonably practicable whilst the project works are being undertaken. The main aim is always to remove the need for drivers to reverse and create a one way system. Any manoeuvring of vehicles will take place on site in a controlled area.

On this particular project it is not possible to implement a one way system for construction vehicles but as stated above, a controlled manoeuvring area will be created internally to the site.

Separate entrance / exits for delivery vehicles to site and contractors/ visitor's vehicles to the temporary car park area will be created on site and to the south of the site in an independent field (site car park area).

All delivery vehicles visiting site will enter the site in the south east corner of site (directly off Blackmill Lane) and will then stop in a holding area and will contact the Amiri Construction Site Management prior to proceeding onto site and unloading materials under guidance supervision and will then proceed to exit site using the same roadway in which they entered the site (in the south east corner of the site) under guidance.

It is important to note that the delivery vehicle routes for standard size and large sized delivery vehicles will differ significantly on the initial approach to the site entrance. Standard size delivery vehicles may gain direct access to Blackmill Lane off the A27 (Arundel Road) from any direction. However due to the existing significant sharp hairpin turn off the Eastbound A27 slip road and into Blackmill Lane. Large delivery vehicles may only gain access to Blackmill Lane by approaching from a westbound direction along the A27 and turning off the dual carriageway and using the slip road and roadway over the Eastbound carriageway and into Blackmill Lane.

All contractors and visitors vehicles will be parked in a separate independent car park area which is located in a field to the south of the site. The site car park will have its own separate entrance and exit which will also be located directly off Blackmill Lane. All contractors and visitors after parking their vehicles in the temporary parking area will follow the designated access / egress route to the site office and construction work areas.

All contractors and visitors vehicles will exit the site using the same entrance roadway which they used to enter the car park area.

All site entrance gates and pedestrian access gates located along the east and south boundary of the site will remain shut at all times and will only be opened when construction vehicles enter and exit site or personnel enter and exit site. All delivery vehicles entering and exiting the site will be guided on and off site by trained personnel.

The width of the access gates (in the south east corner of the site) will be such that they will accommodate delivery vehicles but only one at a time with no passing. A gate person will be used to guide vehicles in and out of the site when required and to ensure that the gates are secured when not in use. The gate person will also check all outgoing vehicles for any mud or debris on wheels and will employ the jet wash to clean them before leaving the site.

2. Traffic Management Layout Plan:

The attached layout plan at the end of this document shows the route that standard size delivery vehicles, large delivery vehicles and contractors and visitors vehicles will need to take to visit the site and operate on site. It also details the location of certain traffic signs that will guide the drivers of vehicles visiting the site and also warn others of the presence of construction/ delivery vehicles.

All orders placed with contractors and suppliers will contain the relevant parts of this plan.

Where possible deliveries will be restricted to fixed wheeled vehicles but some deliveries of plant and larger materials such as excavators and roof trusses will need to be on articulated vehicles. These deliveries will be planned in advance and the route from the A27 along Blackmill Lane into the site entrance will be kept clear to allow the vehicle to enter the site safely. Deliveries will be restricted to the site working times.

3. Traffic Signage:

Amiri finger board signs will be used on the roadways leading to the site but these will be small and unobtrusive. The standard traffic warning signs shown on the layout plan will have the wording as follows:-

Type 1	All visitors must report to the site office
Type 2	Caution - Construction Vehicles Use This Road
Type 3	No reversing without a banksperson
Type 4	5 mph
Type 5	All vehicles must stop before leaving site and ensure wheels are clean.

Type 6	All vehicles must stop here and report to the site office.
Type 7	Warning Site Entrance - construction vehicles manoeuvring.
Type 8	Construction vehicles 20 mph.
Type 9	Warning construction vehicles turning.
Type 10	Warning Construction Vehicles Sharp turn

4. Deliveries and Unloading:

It is estimated that the site deliveries will vary in intensity throughout the project but an average of ten deliveries per day will be expected at peak times. The large deliveries of steel frame and any large structural members will be at a set period in the programme and should not exceed 2 per day. Excavated material off site has been reduced as it is being recycled and re-used elsewhere on the client's property and this will reduce the number of vehicles entering and leaving the site.

All deliveries will stop after entering the entrance gate, wait in the holding area and visit the site office where they will report to the site office. Should there be no manager in the office then the project managers number must be phoned that is held on the site safety noticeboard. The banks person will then be summoned.

The vehicles will be offloaded by forklift or tower crane.

There are no specific height or width restrictions approaching the site and or on site over and above those normally found on the Highway and side roads.

All deliveries will be notified a minimum of 24 hours before to the project manager who will then ensure the area around the site entrance is clear.

5. Contractors Car Parking:

Contractors will be encouraged to share vehicles and reduce the number visiting site. Contractors parking will be in the site compound where possible and may also be in the adjacent overflow car park. Contractors will not be permitted to park in any adjacent unauthorised areas of the country centre or on any lanes or roads surrounding the construction site.

6. Visitors Parking:

Visitors to site will need to park in the overflow car park.

7. Segregation of Vehicles and Pedestrians:

There will be a pedestrian access gate into the site from the temporary site car park area which will be located along the south boundary as detailed on the layout plan. The route from the pedestrian entrance gate to the site office will be barriered off from the site roadway by crowd barriers. All pedestrian access / egress gates will remain shut at all times and will only be opened when personnel enter and exit site.

The public roadway running adjacent to the site along the east boundary and across site entrance / exit routes and site car park entrance / exit routes will remain open and in full active use. All site entrance gates will be shut at all times and will only be opened when vehicles enter or exit site. All delivery vehicles will only enter and exit under guidance of a trained banksperson. The site will be heras fenced off from all surrounding adjacent properties and activities.

8. Lighting:

There will be temporary lighting mounted on the site cabins to provide light to the entrance road, offloading area, site cabins and part of the materials storage area.

Other lighting will be mounted on low level posts to provide lighting to the remainder of the site and these will be positioned so not to cause light spillage onto adjacent properties. Lights will all be on timers and PIR.

9. Road Surfaces:

During the first months the future internal roadways for the car park area will be constructed in specific areas to base-course level so that all site vehicles and plant can run on clean fill / stone. All roads and entrances will be kept clean by ensuring that they run on clean fill/ stoned areas only. Regular jet washing of the area will be carried out by the gate-person. The jet wash will be held at the exit gate location so that all vehicles leaving the site enter the public highway in a clean state. The gate person will check all vehicles leaving the site. All roadways will be compacted clean stone.

Loading and materials storage areas will be compacted clean stone fill or crushed material.

All road perimeter roads leading to the site entrance are tarmac surfaced.

10. Materials Storage:

It will be the aim of the site management to order materials on a just in time basis so that storage is kept to a minimum. There will be various areas set up around the site as the project progresses to store materials. Offloading and distribution of materials on site during the project works will be carried out by a telescopic forklift and a tower crane (located in a specific area on site). The use of a tower crane will cut down on mobile crane use, forklift movements and will allow an improved and efficient spread of materials in the storage areas and to project work areas.

11. Use of Cranes:

Any crane used on site will be used in accordance with BS 7121.

There will be crane lifts and hiab lifts used to offload and lace materials. All lifts will be subject to BS 7121 and by trained and competent personnel.

Users of plant and equipment will only be permitted to proceed following the issue of suitable proof of training and competency to operate the equipment (i.e., CITB CPCS cards/ Certificates, RTITB Certificates, etc).

Any lifting operations will only proceed with the issue and approval of Risk Assessments, Method Statements and Lift Plan. A trained slinger/banksman and appointed person will be used for any lifting operations.

Amiri will be in attendance and monitor and control the Health and Safety during this work.

Road closures will not be required for any crane use.

12. Banksperson/ Gate Person:

The banksperson will vary throughout the project and will be provided by the contractors receiving the delivery. All large vehicles will be guided on and off site by the nominated banksperson who will also deal with any cleaning issues of vehicles prior to exiting the site.



KEY

 CONSTRUCTION VEHICLES ACCESS / EGRESS ROUTE

 LARGE DELIVERY VEHICLES ACCESS ROUTE (FROM WESTBOUND A27 DIRECTION ONLY)

 CAUTION - CONSTRUCTION VEHICLES USE THIS ROAD

 CONSTRUCTION VEHICLES 5 MPH

 ALL VEHICLES MUST STOP HERE AND REPORT TO SITE OFFICE

 CONSTRUCTION VEHICLES 20 MPH

 WARNING - LARGE CONSTRUCTION VEHICLES TURNING

 STANDARD SIZE DELIVERY VEHICLE ACCESS ROUTE

 ALL VISITORS MUST REPORT TO SITE OFFICE

 NO REVERSING WITHOUT A BANKSPERSON

 ALL VEHICLES MUST STOP BEFORE LEAVING SITE AND ENSURE WHEELS ARE CLEAN

 WARNING - SITE ENTRANCE - VEHICLES MANOEUVRING

 AMIRI CONSTRUCTION - SMALL DIRECTIONAL ARROWS

 WARNING CONSTRUCTION VEHICLES - SHARP TURN