

# Traffic Management Plan

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| <b>Project:</b>      | Calder Town End                                                                                                                   |
| <b>Site Address:</b> | Calder Town End, Gosforth, Sellafield, Seascale, Cumbria, CA20 1EH<br>What Three Words <a href="#">///hologram.fattest.static</a> |



| Version | Detail             | Date of Issue                 | Prepared By |
|---------|--------------------|-------------------------------|-------------|
| 1       | Initial Submission | 13 <sup>th</sup> January 2025 | Tracy Marsh |
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## 1.0 Plan Development

This document must be read in conjunction with site specific documentation and Inglenorth Contracting Ltd procedures including, but not limited to, the health and safety policy, construction phase plan, risk assessments, method statements and permits to work.

The purpose of this plan is to detail specific arrangements and responsibilities in place relating to site traffic management, and to manage the risks associated with vehicular and pedestrian traffic on site.

This document will be clearly displayed and made available to all persons working on / visiting the site under the control of Inglenorth Contracting Ltd.

## 2.0 Introduction

The purpose of this traffic management plan is to organise site activities so that vehicle traffic and pedestrian traffic can be segregated to minimise the risk from vehicles, and so that traffic routes can be used safely.

The risks from site traffic can be controlled through Inglenorth Contracting Ltd and management of traffic on site.

The term vehicles include cars, vans, wagons, delivery vehicles, low-loaders and mobile plant such as excavators and welfare cabins.

The term pedestrians include operatives, workers, management, consultants, visitors and any other person accessing the site on foot.

This site traffic management plan outlines the management of the movements of vehicles and pedestrians on site and interaction with adjacent / nearby land use.

Key issues in dealing with traffic management on site and that will be addressed within this traffic management plan are:

- Pedestrian and vehicle separation
- Minimising vehicle movements
- People on site
- Loading and Unloading
- Storage areas / Laydown Areas
- Turning vehicles
- Visibility
- Signage
- Public protection

## 3.0 Aims & Objectives

The purpose and aims of this traffic management plan are:

- To identify the traffic related hazards and risks present on site.
- To effectively manage the risk from construction site traffic through implementing control measures.
- To communicate the site traffic management procedures to all site operatives, visitors and other interested parties.
- To raise awareness of the risks identified and controls in place.
- To eliminate traffic related accidents on site.

This document aims to provide a suitable site-specific plan for managing the risks of site traffic.

Inglenorth Contracting Ltd has a duty to ensure the safe management of pedestrian and vehicle movements on site.



## 4.0 Site Specifics

The site is located in the Gosforth / Sellafeld area, but is also a rural and isolated but also in very close proximity to the boundary of the Sellafeld facility and the only access to site is currently gained by using the Sellafeld, Calder Gate access road.

Care and consideration must be always given to the local population and road users.

Parking will be available on site for a maximum of 4-5 vehicles. All deliveries will access / egress site via the road as detailed below, site hours are Monday – Friday 8.00am – 5.00pm.

The site management team will ensure that all deliveries are pre-booked to avoid vehicles waiting on the track road.

It is noted that no Traffic Regulation Order (TRO) or Footpath Closures are in place.

There will be a provision of trained, qualified banksmen for guiding vehicles accessing and leaving site.

A daily inspection will be carried out to ensure signage, barriers and fencing are maintained; we will be committed to avoidance of unnecessary parking of site related vehicles; the times for deliveries and site traffic will be monitored so we can manage our deliveries and will ensure there a control measures in place for mitigation of noise, vibration, dust and dirt.



## 5.0 Responsibilities

The general duties of Inglenorth Contracting Ltd in respect of traffic management are:

- Ensuring adequate planning of the work including traffic management arrangements on site.
- Ensuring subcontractors make adequate provision for the selection and supervision of drivers and for vehicle safety.
- Setting standards for driver competence, vehicle safety and maintenance, and ensuring control of authorised drivers.
- Ensuring co-ordination and co-operation between vehicles and pedestrians.
- Co-ordinating the views of workforce representatives.
- Ensuring all works receive information, instruction and training in traffic management arrangements and site rules.
- Monitoring the implementation of traffic management arrangements on site.
- Reviewing the implementation of traffic management arrangements on site.

## 5.1 The Site Manager

The site manager shall:

- Ensure measures such as the use of pedestrian barriers, one-way systems where possible, segregation of routes, signage etc are implemented.
- Ensure a suitable briefing on traffic management requirements is included in the site induction and communicated in the form of a Daily Brief.
- Ensure suitable steps are taken to co-ordinate traffic movements within the working area by involving all relevant parties in regular reviews of planned work activities.
- Ensure suitable steps are taken to co-ordinate traffic movements where sites are utilised by property owners and/or occupied areas or other access / egress requirements, in regular reviews of planned activities, in accordance with the arrangements in this document.
- Investigate, take appropriate action and respond to reports from workers on deficiencies and faults in the implementation of the traffic management arrangements in accordance with this document.
- The site manager may delegate particular elements of the requirements of the traffic management plan to other competent members of the site management team as required to ensure the requirements are met in an effective and efficient manner.
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## 5.2 Banksmen

All on-site vehicles will enter and exit the site in forward-gear. An appropriately trained, qualified and certified bankmen from Inglenorth Contracting Ltd will assist in the guidance of all vehicles, plant, machinery and supervise loading and unloading activities.

Banksmen will not direct general traffic but will indicate to heavy and large vehicles when it is appropriate for them to enter and leave site.

Given the small scale of the site, it is anticipated that banksmen will form members of the demolition team and will also have other duties.

Deliveries by large or heavy vehicles will be pre-booked into site and advised to ring ahead when nearing the site, at which point the banksmen will await the vehicles at the site access to assist the vehicle onto the site.

The banksmen will also assist with vehicles exiting the site by indicating to the driver when it is appropriate for them to leave the site.

## 5.3 Staff and Subcontractors

Subcontractors using plant and machinery will ensure that the work involving the use of plant and machinery is planned and detailed in method statements and risk assessments taking account of the requirements of this document.

Workers on site will adhere to the site rules and the instruction provided through the site induction and / or toolbox talk for traffic management arrangements.

Workers shall report any deficiencies or faults in the arrangements for traffic management to the site manager using the site near miss reporting system.

## 6.0 Site Plan Layout / Vehicle Access Routes



**All vehicles to adhere to the speed limits and to follow all highway regulations – courtesy and consideration to the local populace must be always exhibited.**

Please be aware the route is patrolled by the CNC (Civil Nuclear Constabulary).

It passes through live farmyards.

Please adhere to sign posted speed limits and express extreme caution on the narrow country lanes.

**Route for all vehicles and HGV's, - What Three Words [///hologram.fattest.static](https://www.what3words.com/)**

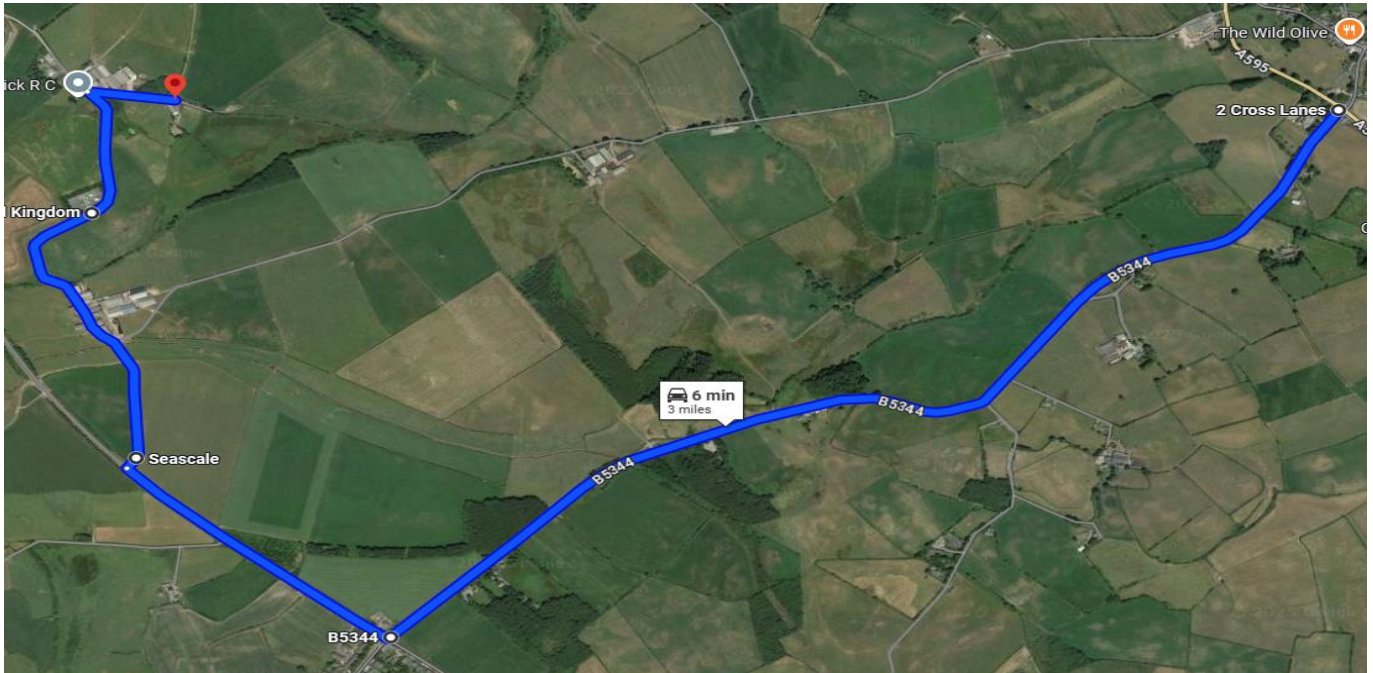
- All HGV vehicles are to approach the site from the A595 at Gosforth, From the North making a right turn into the B5344 and from the South making a Left turn into the B5344 at Gosforth, Following the B5344 for approximately 1.7 miles, Turn right into the Sellafield Calder gate access road, after 0.5 miles turn right into the single track road, keeping left through the first farm yard, and after approximately 0.5 miles take the right turn before entering the next farm yard follow the narrow track to the next farm / building on your right, Site entrance is on the right.

**All vehicles leaving site to do the route in reverse.**

- Weight restrictions on any roads – None Known on route.
- Any low bridges – None Known on route.
- Vehicles must not be parked or left on the roadside verges or footpaths.
- **Any vehicle reversing onto or on site must only perform the manoeuvre under the full control of the site banksman.**



## Access Route



## 7.0 Site / Highway Management Road & Footpath Closures

It is not foreseen that any road or footpath closures will be required during this project.

Maintaining signage and barriers associated with the site will be the responsibility of Inglenorth Contracting Ltd.

Although the manpower is forecasted to be relatively low on a day-to-day basis and will typically comprise of a maximum of 2 No Vans.

## 8.0 Hours of Working

Works will be permitted between the hours of 8.00 and 17.00 Monday to Friday.

To aide communication with nearby residents and any local businesses the site manager's mobile phone number will be available on the site entrance. This will ensure the site manager of any concerns and can be dealt with efficiently if required. Residents and local businesses will also be able to obtain information about site works that they may require direct from the site manager.

## 9.0 Mitigation Measures for Noise, Vibration, Dust and Dirt

Wheel-washing facilities will be provided on-site at the access point, therefore vehicles exiting the site will not take mud or debris onto the local highway network.

Given the short-term nature of the project, wheel-washing facilities will be provided in the form of a high-pressure washer.

The following mitigation measures will also be adopted to minimise noise, vibration and dust pollution:

- All engines to be switched off when not in use.
- Spraying of areas with water as and when conditions dictate.
- Vehicles carrying waste material off-site will be sheeted.

## 10.0 Traffic Management Risk Register

| Hazard                           | Risk                                                               | Control Measures                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Pedestrian and Vehicle Interface | Pedestrians struck by vehicles                                     | Pedestrians to wear high visibility clothing (jacket or vest) at all times on site. Audible alarms to be in working order on vehicles. Signage to be displayed on site. Provision of anticipated delivery times.<br><br>Banksman to assist with Vehicle movement.                                                                                   |
| Deliveries                       | Collision / Conflict with other work activities or site operations | Clear instructions to be given for delivery drivers when arranging deliveries. Site Manager contact details to be displayed at the main site entrance for contact on arrival. All delivery vehicles to be directed to the site office on arrival and a banksman notified where access onto site is required.                                        |
| Access Equipment                 | Struck by Vehicles<br>Overturning                                  | Access equipment positioned in areas at risk from being struck by vehicles, including other mobile access equipment to be segregated from vehicle routes with barrier. Mobile access equipment to be accompanied by a banksman on site roads when moving around site.                                                                               |
| Vehicles reversing / manoeuvring | Collision with pedestrians / structures and other vehicles         | All reversing and/or turning vehicles (delivery vehicles, plant and machinery) to be accompanied by banksman.                                                                                                                                                                                                                                       |
| Poor maintenance of Vehicles     | Failure of built-in controls                                       | All plant to be maintained and examined in accordance with the manufacturer's instructions. Where plant is obtained on hire, copies of certificates are required. All plant and machinery to be provided with suitable audible/visual indications of movement. Pre-inspection to be carried out prior to use on all plant and machinery.            |
| Lack of competence               | Human error due to lack of competency and awareness                | All drivers / operators to hold the correct training and undergone medicals prior to using. Instruction given through inductions, daily briefs, toolbox talks and signage. A banksman will be used if the driver's vision is restricted or when operating in a congested area. The carrying of passengers is prohibited on all plant and machinery. |
| Congestion                       | Collision of vehicles / excessive manoeuvring                      | Schedule of planned deliveries to be maintained and planned in advance to avoid conflict with other site operations or adjacent land users.                                                                                                                                                                                                         |
| Unauthorised use                 | Misuse of plant and machinery                                      | The ignition key will be removed whenever the machine is left unattended. All keys to be left in a safe and secure place at the end of each shift.                                                                                                                                                                                                  |

| Hazard    | Risk                                                   | Control Measures                                                                                                                                                                                                                                                    |
|-----------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Noise     | Hearing Damage<br>Nuisance to the public               | Intermittent noise readings will be taken throughout the project and recorded. All readings will be monitored and actions taken if required. Signage to be visible and hearing protection to be used where noise levels are above 80dB(A).                          |
| Vibration | White Finger Syndrome<br>Whole Body Vibration Syndrome | Plant to be fitted with suspension seats to reduce effects of whole-body vibration. Regular breaks to be taken to minimise risk. Job rotation to be implemented to minimise risk. Vibration Assessments to be adhered to and vibration monitoring to be introduced. |

## 11.0 Procedures

### 11.1 Deliveries

- Consideration will be given to landowners, adjacent landowners and shared access requirements with all deliveries being planned, communicated and coordinated with any persons directly affected.
- We will ensure that communication is maintained throughout the project for deliveries.
- Inglenorth Contracting Ltd will be registered with the Considerate Constructors scheme for this project.
- Mitigation measures will be taken to ensure that any impacts from deliveries are minimised.

### 11.2 Waste

- All waste will be recycled as reasonably practicable.
- Skips will be delivered / collected / exchanged by Inglenorth Contracting Ltd.
- All waste notes will be held within the site folder to support the deliveries / collections and exchanges.
- Skips will be placed as per the site plan.

### 11.3 On Site / Off Site Interface

- Wheel wash facilities will be provided when necessary to minimise the spread of materials from site and the risk of highway contamination.
- Dust suppression measures will be implemented on site to minimise the risk of the spread of dust.

### 11.4 Pedestrians

- Priority will be given to pedestrians where vehicles and pedestrians cannot be separated.
- Banksman will coordinate all vehicle access / egress from site.
- The site manager will ensure that the pedestrian and vehicle interface is safely controlled.

## 11.5 Control of Site Vehicles

- All turning and reversing will be accompanied by a competent banksman.
- Records shall be kept on site within the site folder and will include records of thorough examinations, pre-inspections, plant operator's certification and training records.
- Any unused plant will be stored away from the work area and traffic routes.
- Ingenorth Contracting Ltd anticipate a maximum of 2 No Vans on site with approximately 4 people on site.

## 11.6 Communication of Information

- The site will be defined and secured using Heras fencing incorporating visible signage.
- The planned works will be approximately 4-5 weeks and during this time communication with nearby neighbours / landowners / users will be made by Ingenorth Contracting Ltd.
- The traffic management will form part of the site induction process, and a toolbox talk will be delivered within the early stages of the project as a further reminder of the hazard of demolition site traffic and the site-specific controls in place to reduce the risks on site.
- The traffic management arrangements will be discussed during daily briefings to include planned deliveries and any other restrictions or changes due to developing site conditions or short-term activities.
- Consultation and an open-door policy will be implemented on site to gain worker involvement and understanding in traffic management arrangements.

## 11.7 Reporting

- Everyone on site has a duty to contribute to site safety and will be requested to report any near misses or dangerous situations, including that involving traffic management on site.
- Any near misses or dangerous situations will be immediately communicated to the Site Manager and Health and Safety Manager.
- The near miss reporting system will be used to assess any deficiencies in the traffic management arrangements, and remedial action will be taken as necessary.
- A full written report of the near miss or dangerous situation will be produced and submitted to all relevant parties.

## 11.8 Subcontractors

- Subcontractors will be inducted and provided with information on the traffic management procedures in place.
- All subcontractors will be required to submit details of any planned deliveries and to comply with the contents of this traffic management plan.
- Subcontractor deliveries must be arranged via the site manager and coordinated with other planned deliveries.

## 11.9 Monitoring

- Traffic management will be assessed and monitored throughout the project with any changes made to the plan as necessary to ensure safe access, egress and movement around the site.
- A record of all deliveries will be held within the site office including waste notes and delivery notes.