

Moresby Parks Site B development.
2/21/2328/OF1

Construction Traffic management plan.

Prepared by MJ Rae with consultation with Craig McCarron Highways on 17th Jan 2023 and Ian Hall highways streetworks for S184 junction requirements.

Preparation of new road junction off School Brow into site.

School Brow only has a north sided footpath along this road from the Moresby Road junction from where the entrance is to be made.

There are a upper pavement and lower path on the north side which will be impacted by the construction works.

The plan is to minimise any activities that are an impact on the school drop off and pick up times and to those public affected by the closure of the pavements during breaking in to the site from this direction.

The site will be set up from within the field using the existing field gate on Moresby Parks Road used as a temp access on plot 9, with all materials taken into site that will be needed to carry out the works safely and cause minimal impact for the School Brow access.

The site entrance work is expected to take no more than 9 days and will be planned to coincide with school break time if at all possible.

A site visit by all parties has been carried out and an agreed procedure put in place to undertake the works safely and cause minimal disruption.

1. Obtain the necessary permit from streetworks to undertake a S184 junction access. **C/P**
2. Book the road space to set up a 2 way traffic lights management system installed by Sunbelt rentals. **C/P**
3. Carry out written risk assessment to look at all risks and measures to protect both workers and public. **C/P**
4. Sunbelt to carry out a survey to determine compliance and traffic management set up, and feed back to highways. **C/P**
5. If works are to be carried during school term, then additional measures to be implemented to restrict parking in front of the traffic lights system to allow a safe and fluid flow of traffic. **C/P**
6. Notify public on permit day of parking restriction being implemented before traffic lights are set up after the initial school run. Cones and notices. **C/P**
7. Set signs and barriers up off lower footpath which will be closed during construction works. **C/P**
8. Utilise heras fencing to physically separate work area away from the general public. Erect fencing bordering the top pavement to keep the work area safe from the public. **C/P**

9. Sunbelt to set up traffic management, with a safe walkway into the road space for all pedestrians, with barriers, signage and ramps as indicated on the survey plan **C/P**
10. Make entry from within site to move towards the road entrance to avoid disturbance of the temporary pavement within the road space. **C/P**
11. Construct drainage manhole in area of opening. **C/P**
12. Break into top kerbs and remove top pavement tarmac. Uncover services where required and prepare ground. **C/P**
13. Form radius entrance, all machinery working from within site. There will be no requirement to breach the temporary pavement unless absolutely necessary and only under unusual unforeseen circumstances. If this is necessary, workers to manage both traffic and pedestrian traffic during this period. **C/P**
14. Complete preparation works to hardcore base and install kerbs, **C/P**
15. Carry out tarmac reinstatement to base coat, and temp tarmac ramps made for transition to pavement and road frontage. Provide temp road markings to entrance. **C/P**
16. Remove all traffic management **C/P**
17. Remove all temporary fencing and restriction areas to upper pavement.
18. Retain lower path restriction as service providers requiring access to dig up services and transition ramps to be constructed to new entrance.
19. Carry out culvert diversion works to satisfy condition 4 of 2/21/2327/OR1 which is to prevent future flooding, and also allows field run off water to be managed preventing lower path flooding. To be carried as soon as practical when access to site is established. **C/P**

Mike Rae

Raemore Developments Ltd.
March 2023.