



Parking, Turning & Vehicle Access Plan

Proposed Housing Development Woodhouse Whitehaven

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SECTION 1: RECORD OF REVIEW

Date	Actions from review	Assigned to	Action Complete	Date
28.02.23	Initial Construction Vehicle Access Plan	Robert Copeland	Yes	28.02.23

2: Introduction to TA construction traffic Management Plan

This sets out the arrangements to ensure that the risks involved in the movement of vehicles around the Site and neighbouring roads, are controlled as far as reasonably practicable.

The key risks associated with vehicle operations during the construction phase include:

- Blockage & congestion on the existing roads of the estate
- Unplanned journeys and disruption from vehicles looking for the site.
- Blockage of roads while unloading materials
- Material Storage

If the nature of the site changes, and when additional and/or different risks are identified, revised controls will be implemented. Any revisions to the document because of these changes will be recorded and re-briefed as required.

The Construction Access Plan is primarily for planning and controlling vehicles and people interface including Vehicle delivery wagons and public traffic.

SECTION 3: DISPLAY/COMMUNICATION OF INFORMATION

The arrangements for vehicle and pedestrian management will be communicated through the Site Induction. When further specific information needs to be communicated, additional toolbox talks /Safety Meetings will be given to the relevant site personnel.

It is intended that the TMP site layout drawing(s) (Appendix 1) will form the main part of the plan and this **along** with relevant sections of the TMP will be displayed in prominent positions on relevant notice board(s).

SECTION 4: SPEED LIMITS

- The site speed limit will be indicated as 10 mph for all construction traffic on and off site in the proximity of the work areas noted on page 2.
- All construction traffic will be encouraged to travel below the speed limit of the public road and give priority to local traffic.

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SECTION 5: DELIVERIES (TM PLANS IN APPENDIX 1A / 1B)

Deliveries to the site will be as pre-planned as possible. **No delivery vehicles shall be permitted prior to 8.00 hrs or after 18.00 hrs weekdays. Deliveries will be accepted on Saturday mornings with prior notice between 08.00 hrs and 13.00 hrs only. (TO BE REVIEWED ONCE ONSITE)**

All reversing delivery vehicles must be under the control of a trained Plant and Vehicle Marshal, irrespective of any alarms or visual aids fitted.

Any vehicles that will be loading/unloading goods/equipment using a lorry loader will also be required to demonstrate:

- The operator has a valid CPCS / card.
- There is a lift plan in place.
- Valid certificates are available for all lifting equipment and accessories.

Drivers will enter the site and park in the designated area ensuring they are off the road and not causing any restrictions. They will then report to the site office or banksman for offloading and maneuvering around the site instructions.

Clear signage will be installed at all turning and offloading areas.

The delivery driver/operative should be aware to:

- Ensure vehicle flasher warning beacon is on at all times whilst on site.
- Prior to unloading, ensure the vehicle is braked and/or stabilised, as appropriate, to prevent any unsafe movement during loading/unloading.
- Ensure that the loading/unloading area/storage area is free from tripping hazards.
- Ensure that necessary checks are made to ensure that there has been no load shift during transit, prior to opening curtains/loosening load restraint straps.
- Ensure that loading/unloading is carried out whereby the load is evenly spread to avoid the vehicle/trailer becoming unstable.
- Ensure that all personnel involved in unloading remain in a safe position, until all load restraining straps have been removed and the vehicle is fully prepared for unloading.
- Ensure that they remain in a position of safety whilst the vehicle is being offloaded.

SECTION 6: PUBLIC INTERFACE

Measures in place to protect the public from the site vehicles and plant are as follows:

- Site perimeter fencing will be established and only access points will be the main gates to the turning and unloading areas.
- Warning signs to be erected in advance of access/egress points.
- Delivery times to be encouraged between 8.30 am and 3.30 pm when the two sections of roads have less parked cars.

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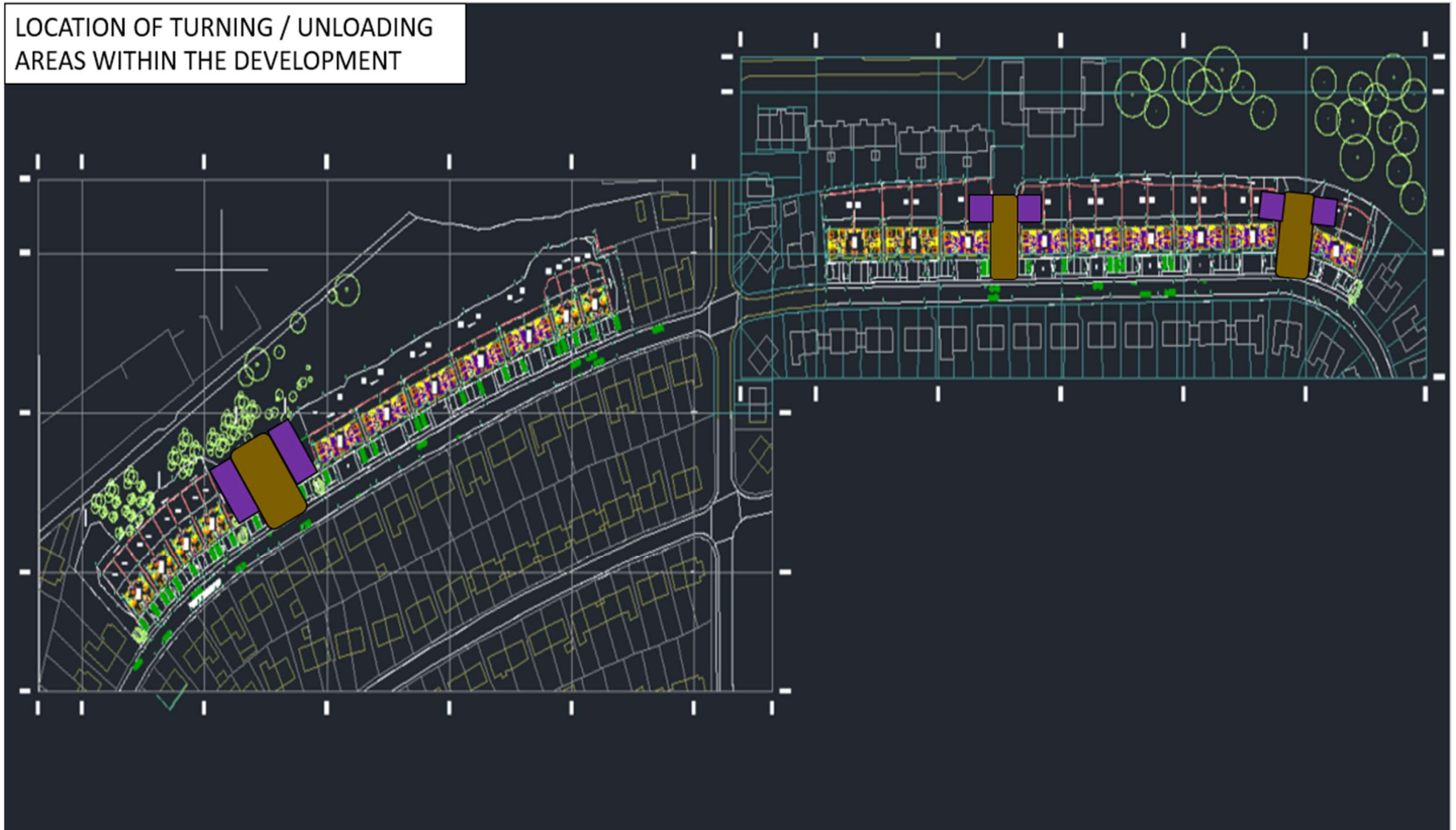
APPENDIX 1: A



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APPENDIX 1: B

**LOCATION OF TURNING / UNLOADING
AREAS WITHIN THE DEVELOPMENT**



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ASSESSMENT OF RISK – CONSTRUCTION VEHICLE MOVEMENTS

The following hazards and means of control must be assessed prior to the commencement of the site and ongoing giving due regard to any changes to the site.
Hazard = potential to cause harm Risk = probability of that harm occurring
Risk rating criteria:
High = A hazard which has the potential to cause a fatal/major injury.
Medium = A hazard resulting in lost time injury or significant material damage.
Low = A hazard resulting in minor injury but not lost time, or some material damage.

SIGNIFICANT HAZARDS	H	M	L
Construction vehicles and movements	✓		
Areas of restricted width and visibility			✓
Temporary structures, power lines		✓	
Material delivery and storage		✓	
Transport of materials		✓	
Reversing vehicles	✓		
Roadway edges, manholes, spoil heaps		✓	
Terrain (mud, ruts, dust)		✓	
WHO MAY BE HARMED			
Nearby residents			✓
Members of the public			✓
Pedestrians, especially children			✓
Employees			✓
Contractors			✓
Visitors to site			✓

ASSESSMENT OF RISK - CONSTRUCTION VEHICLE MOVEMENTS

(continued)

CONTROL MEASURES	
Control Measure	Detail Site Requirements
Blockage & congestion on the existing roads of the estate: ➤ Segregation of construction vehicles ➤ Warning/direction signs. ➤ Speed restrictions i.e., speed limit signs, speed ramps, etc. ➤ Site rules clearly displayed i.e., No parking on verge	As per site set up plan. Signage each side of the entrance works to be erected to alert site traffic
Site parking: ➤ Clearly defined for workforce and visitors. ➤ Adequate arrangements	Signage on Heras Fencing identifying locations, annotated traffic plan at office to be updated as required.
Unplanned journeys and disruption from vehicles looking for the site. ➤ Clearly defined access routes. ➤ Access Plans included with Sub-Contract documentation	Annotated traffic plan at office to be updated as required.
Blockage of roads while unloading materials. workplace: ➤ Clearly defined and communicated unloading areas. ➤ Signs and barriers or other means of identification.	As per site access plan
Material Storage ➤ Clearly defined Laydown Areas. ➤ Signs and barriers or other means of identification.	As per site access plan
➤	

Details of the above must be shown on a site traffic management plan and clearly displayed.

The above information must be brought to the attention of all site personnel – Toolbox Talk.

PRINT NAME: Robert Copeland

SIGNATURE

DATE: 28.02.23

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