

# Traffic Management Plan

**ALL PERSONNEL MUST RECEIVE AN INDUCTION INCLUDING THIS DOCUMENT  
BEFORE STARTING WORK**

## Project Details

This CTMP covers the demolition of a former public house (The John Paul Jones Tavern) on the corner of Strand and Duke Street in Whitehaven town centre.

Duration of work:	7 Days
Location:	John Paul Jones Tavern, Strand Street, Whitehaven
Scope of Work:	Hand and mechanical demolition of derelict two story building, leaving intact the bath house building next door.
Hours & Days of work:	08:00 - 17:00 (Mon- Saturday)

## Traffic Control

### Separation

The site access and all walkways are to be kept clear for the duration of works, the site will use Heras fencing (with debris mesh netting) to segregate the work zone from the public and other motor vehicles. (See attached Plans) Clear signage will be in place directing site plant through a vehicle route and the demarcation of a safe barriered walking route for site pedestrian traffic, allowing safe access to site facilities.

### Traffic Management

- All transports arriving on site will be logged on and off site.
- All vehicles or mobile plant **WILL** have a banksman with them when moving around the site. We will also have our own traffic Marshall Tom Challenger who will direct and locate plant machinery deliveries and wagons.
- Pedestrians must keep to the Pedestrian routes/walkways when going about the site. However, there will be fence panels between site and the pavement therefore there is no interaction with the pavement and traffic.
- All traffic on site must comply with the one-way system in place. Enter by the car park entrance onto site on the righthand side. This will be the only access on site. There is enough room to manoeuvre around and reverse. All traffic on site must exit the same way they enter. The disable bays wont need closed off as there will still be plenty room to manoeuvre, however if the council wish us to proceed to close them it is not a problem we can liase with the car park owner to close them and signs will be put up for public notice. It won't be crowded with traffic as we will time management and book wagons and deliveries separate to one another. On another matter there wont be many wagons to site as the rubble from the demolition is getting used to fill in the cellar to street level.
- The traffic to and from site will be very limited. It won't be continuously throughout the day. The first day of demolition the plant machinery will be delivered before 8am before traffic starts to be busy. On the last day the plant machinery will be collected. The only other time we will have traffic on site will be the last 2 days of the demolition to remove the rubble waste away. Traffic on site will not occur everyday.
- Speed limit on site is 5 mph.

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- Qualified banks person required for all reversing and plant management
- The demolition of John Paul Jones will not affect the highways or traffic. We are liaising with I park services to close quarter of the car park which is located next to John Paul Jones and will section it off with Harris fence panels (with mesh netting).
- Any loading/ off loading or collections will be located in the fenced off compound coloured blue on Plan. I Park Services will give the public one week notice with signs to inform them that it will be closed of the duration of the demolition.
- All wagons for loading will enter via the carpark and into the closed area where the Harris fence panels will be, this will then ensure they are clean throughout the demolition.
- There are no hazards to the car park gradient.

## Pedestrian routes

A safe pedestrian's route will be implemented and will be adhered to at all times when on site. Heras fencing (with debris mesh netting) is in place between site and the public walkway, reducing the number of interactions between the public and site traffic.

See Traffic Management diagram

How are we controlling pedestrian access across site access?

Tom Challenger the Site Traffic Marshall will implement pedestrian control on the near side footpath when it is necessary to move plant across the footpath from the highway to the site. All site team to wear suitable and sufficient PPE.

## Vehicle Routes

How are we controlling traffic from the highway to site?

Tom Challenger the Site Traffic Marshall will implement manual traffic control on the highway when it is necessary to move traffic and plant from the highway to the site, although traffic will be limited to 2 vehicles or less per day and vehicles no larger than 18 tons

For more details on traffic routes see the onsite traffic management diagram

## Signage

The intended signage to be used on site table of examples.

Warning Site Traffic, No Access signage to be placed at the entrance to site, maximum site speed limit of 5 mph signs, directional signs, and notifications of restricted areas will be

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strategically placed throughout the site to ensure all individuals are aware of surroundings and potential hazards.



Warning Site Traffic



No Access



Site Speed Limit



Directional signage



Emergency directional



Restricted Area



Emergency Assembly Point

## Warning Devices

Such as flashing lights, alarms, & barriers are used to alert site personnel to imminent dangers, especially in areas where heavy machine operates, to ensure everyone on site is aware of moving vehicles and machinery.

## Information, Training & Supervision

- Site management contact details will be displayed at the site entrance.
- All visitors to and from site are required to sign onto/off site.
- All transport arriving or leaving site will be logged onto and off site by the traffic marshal.
- When maneuvering ALL vehicles and mobile plant WILL have a banksman while on site. Our traffic Marshall (Tom Challenger) will coordinate plant machinery and deliveries.
- All traffic on site must comply with the one-way system in place. Enter via the single entry/egress point onto site, there is enough room to manoeuvre and reverse. All traffic on site must exit the same way they enter. A time management system will be put in place to effectively manage deliveries.
- Traffic to and from site will be limited. Plant machinery will be delivered/removed at before 08:00hrs traffic reaches its height.
  - Day one plant delivery 07:00hrs
  - At the end of the project plant machinery will be collected at 08:00hrs.
  - Other traffic - on the last 2 days rubble waste will be collected at 08:00hrs
  - All vehicles will be covered over with appropriate netting/canopy to prevent spillage onto the highway.
- We are liaising with I park services to close part of the car park on right hand side of Plan, which is located next to John Paul Jones and will be sectioned off with Harris fence panels (with debris mesh netting) . Any loading/off loading or collections will be located in this section that we have closed off.
- I Park services will give the public one week notice with signs to inform them that part of car park will be closed of the duration of the demolition which is estimated

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to be 7 days.

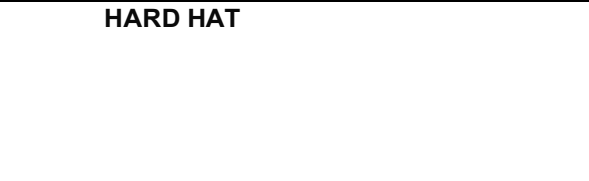

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- There will not be any additional water disbursement as no water will be used on site.
- All plant/Equipment entering site must have in date test certificates.
- All plant/Equipment must be inspected daily, inspection sheets updated and forwarded weekly.
- All operatives will be appropriately trained for plant/equipment they are to use and all plant operators to have an in date medical.
- **Aluminium towers will be used as the Wates hierarchy of control noted in the RA along with podium steps and Peko lifters.**
- All power tools to be 110 Volt including lighting and Hand tools.
- All power tools will be PAT tested, certificates will be kept in the site safety file and equipment will be appropriately tagged.
- No brushing on site, filtered hovers (with M or H filters) will be used to collect dust, dust will be collected at source with propitiatory units [no taping of pipes on tools will be allowed]. Water sprayers will be used as a last form of suppression.
- Heras fencing surrounding the site and perimeter will be lined with debris mesh netting to prevent the escape of windblown debris.
- No ladders or hop-ups allowed without a permit see risk assessment control measures.
- Waste will be segregated for recycling, non-recycling placed in skips for collection.
- **Spill kits must be available and fit for purpose, the safe use and compatibility must be demonstrated and recorded**
- COSHH records are kept in the site office.
- A sharps box will be available managed and disposed of by WLD
- IF ASBESTOS IS FOUND\SUSPECTED WORK MUST STOP, THE AREA SHOULD BE CORDENED OFF AND REPORTED. (To the site supervisor).  
**Asbestos has already been removed by a Licensed contractor.**
- The site supervisor is responsible for day-to-day work on site and has the power to stop work if they are of the opinion that there are any especially high or unexpected risks to Health & Safety.
- Periodic site visits will be made by WLD Management or another appointed person, these visits may include recorded audits.





## PPE

- Suitable and sufficient PPE will be worn at all times when on site or when directing traffic and pedestrians.

<b>HARD HAT</b>	<b>HIGH VIZ</b>
	
<b>PPE supplied conforms to EN397</b>	<b>PPE supplied conforms to EN471</b>

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	ARMS MUST BE COVERED AT ALL TIMES. SLEEVES MAY NOT BE HIGH VIS.
<b>GLOVES</b>  <b>PPE supplied conforms to EN388</b> <b>ANTI CUT GLOVES MUST BE WORN</b> <b>(TASK SPECIFIC)</b>	<b>STEEL TOE CAP GENERAL SAFETY BOOTS</b>  <b>PPE supplied conforms to EN345</b> <b>With mid sole protection</b>
<b>SAFETY GLASSES</b>  <b>PPE supplied conforms to EN166.1F or goggles</b> <b>IF GLASSES STEAM UP STOP WORK &amp; GET ALTERNATIVE SUITABLE PROTECTION IN PLACE</b>	<b>BURNING EQUIPMENT (TASK SPECIFIC)</b>  <b>NOT A PLANNED TASK AT THIS STAGE</b>

## Vehicles & Drivers

- Pre user inspections of vehicles will be carried out by drivers before coming to site and report any issue immediately and before coming onto site.
- Once on site the car park gradient does not represent a significant risk to plant manoeuvrability.
- Speed limit on site is 5 mph.

## Traffic management diagram

- Pedestrian routes
- Vehicle routes
- Safety zones - DEMARCATED HIGH-RISK AREAS WITH WARNING DEVICE e.g FLASHING LIGHTS\ALARMS
- See appendix A attached

## Communication & Emergency Procedures

### Communication Protocols

How is Live information shared? Devices used flashing lights\alarms?

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Who, how, when

## Emergency procedure(s)

### Traffic Incidents

What procedure who responsible person on site to manage

### Injuries

### Critical equipment failure

### Accident response

- Secure the area
- Provide **FIRST AID** assistance
- Notify emergency services

In the event of an accident on Site, it will be reported immediately to Site Management and the details will be recorded on the accident form within the Site File and phoned through to Head Office. WESTLAKES DEMOLITION MUST BE INFORMED

If the accident is severe, the WLD First Aider will ensure that Emergency Services are notified immediately, and the casualty receives immediate medical attention.

In the event of the accident being reportable under RIDDOR, the Office will complete F2508 and forward it to the relevant authorities. The WLD accident report will also be completed. IMMEDIATELY AND INFORM WATES

A Qualified First Aider will always be present on Site, First Aid Facilities will be located in the Site Office. This is in line with current Legislation. All accidents will be reported to and investigated at a senior level, by WLD. A First Aid Kit will be kept in the Welfare Unit.

A Map showing the route to the Hospital will also be displayed in the Site Welfare Office.

FIRST AIDER: Kyle Barlow will confirm during site inductions

- who role who responsible?

## Incident management

Who & How is it recorded?

## Fire

Fire extinguishers will be provided on site for the project duration. If a fire is discovered sound the audible alarm. All trades to go to the main muster point.

If you see or suspect there is a fire go to the nearest fire point raise the alarm then go to the muster point, by following the fire exit signs. Site management will carry out a roll call and notify emergency services if required.

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## Emergency contact information

Company:	WESTLAKES DEMOLITION
Demolition Manager:	KYLE BARLOW
Site Supervisor:	??
Fire Emergency Safety	Sound audible alarm and report to emergency muster point.

**West Cumberland Hospital**

**Homewood Road**

**Hensingham**

**Whitehaven**

**Telephone: 01946 693181**