BUCKINGHAM GROUP CONTRACTING LIMITED

TRAFFIC MANAGEMENT PLAN

FOR

CONTRACT NAME	**BRIGHTON & HOVE TRAINING GROUND AND CLUB HUB**
CONTRACT ADDRESS	**AMERICAN EXPRESS ELITE FOOTBALL PERFORMANCE CENTRE 60 MASH BARN LANE LANCING WEST SUSSEX BN15 9FP**
CONTRACT NUMBER	**C19034**

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This plan (GP.1006.F03) is directly linked to, and should be completed in conjunction with:

- **Group Procedure GP.1006 HSEQ Management Planning**

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APPROVED BY			
PROJECT MANAGER	Keith Wilson	DATE	12/06/2019
CONTRACT MANAGER		DATE	
HSEQ ADVISOR		DATE	

TRAFFIC MANAGEMENT PLAN READ AND UNDERSTOOD BY:

NAME	POSITION	DATE	SIGNATURE	REVISION NUMBER
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Introduction

This Traffic Management Plan has been compiled by the Buckingham Group Contracting Limited project management team to comply with the requirements of Construction Design and Management Regulations 2015 (CDM). The Plan forms the basis of traffic management on the site and is tailored to suit the project.

The plan is a 'live document' to be supplemented and/or revised as the project develops by the introduction of supporting documents such as Sub-Contractor method statements, risk assessments or any documentation relevant to the safety, health and environment of the project.

1.0 Scope of Work

1.1 The project consists of the re-location of the existing covered football pitch to allow an extension to the rear of the existing two storey First Team Building. In conjunction with this other pitches and Training Grids are to be re-configured within the confines of the existing site boundary together with the formation of two further pitches (Pitch Nos 16 and 17) which are to be created within an enlarged boundary within the South East corner of the site. In addition, a new single storey Elite Women and Girls Centre is also to be construction, and this again is within the confines of the existing boundary. Both of the new buildings will be steel framed with light weight cladding, flat roofs and lightweight concrete floors. The ground slab within the First Team Building will also house a newly constructed Hydrotherapy Pool and associated equipment.

2.0 Traffic Arrangements

2.1 Site Access

The site access for all vehicles will be via Old Shoreham Road (A 27) and then along Mash Barn Lane and then to enter the site through what is currently the rear site access. This will avoid any construction traffic accessing the site through the existing housing estate and appropriate signage will be installed to ensure that this is the case. The entrance from Old Shoreham Road will be controlled so as to ensure that vehicles entering the site do not cause any obstruction to the flow of traffic and that vehicles turning off from Old Shoreham Lane have uninterrupted access down Mash Barn Lane. A similar arrangement will be used at the other end of the lane to ensure that no vehicles exiting the site use the Lane at the same time as vehicles coming to site and thus this will avoid a situation where vehicles are unable to pass due to the narrow width of the Lane. However, a mid-point passing point will also be created to ease this situation should it arise.
Additional signage will also be erected to ensure that the direction of traffic flow is clear.
The vehicle movements into and out of the site, will be controlled by a Traffic Marshall, who will be based in the Gatehouse. It will be the Traffic Marshall's duty to ensure that vehicles do not block the site access, and that they are not waiting on the public highway.
A vehicle route will be provided on the site, to ensure that vehicles are able to enter site and unload in safety, and that wherever possible reversing of vehicles is kept to a minimum.
Signs will be established to ensure that operatives and visitors know where to park upon arrival. Note : See Appendix A

2.2 Vehicle Movement on Site

All vehicle movements on site shall not exceed a speed of 10 miles per hour.
A vehicle route will be established and clearly signed. This vehicle route will also be segregated from the pedestrian route. Wherever practically possible the vehicle route will be established so as to limit the amount of reversing which vehicles will be required to undertake. Should any reversing be necessary it must be under the control of a Banksman.

Site vehicles, e.g. site dumpers and telehandlers, will be limited to 10MPH. The route for these vehicles will be clearly instructed in the daily briefing.
Vehicle routes, on site, will change as the project progresses.

2.3 Pedestrian Movements on Site

A safe, segregated pedestrian route will be established, from the Gatehouse to the site office. This will be fenced off and signed.
There will also be a safe segregated pedestrian area around the Site Offices and welfare facilities.
Access/egress to the working area of the site, from the welfare facilities, will be via a 'red hoop' which demarks where the controlled pedestrian area starts and stops.

2.4 Vehicle/Pedestrian Segregation

Vehicle routes will be segregated from pedestrian routes as detailed in sections 2.2 and 2.3.

Where possible solid barriers (e.g. Concrete Jersey Barriers) will be used to segregate pedestrians and vehicles.

2.5 Signage Requirements

Vehicle routes
Pedestrian routes
Points where vehicles and pedestrians cross
Unloading zones
Turning zones
Site exit and entry
Car Park exit and entry
Construction site warning signs
Statutory signage
All Ways Safely signage

Fleet operators shall ensure that prominent signage is fitted to all vehicles over 3.5 tonnes gross vehicle weight that visually warns other road users not to get too close to the vehicle. This will reduce the risk of close proximity incidents and increase road safety.

2.6 Banksmen Requirements

Traffic marshals will control the vehicular access in & out of the gates.
Traffic marshals or vehicle banksmen will also be used to escort all delivery drivers when on site.

Banksmen will be provided for individual items of plant specific to the works in accordance with Risk Assessments and Method Statements, but always where any vehicle needs reverse.

All Banksmen are to wear a red Hi-viz vest and are to be trained to a recognised standard.

2.7 Public Highway Maintenance

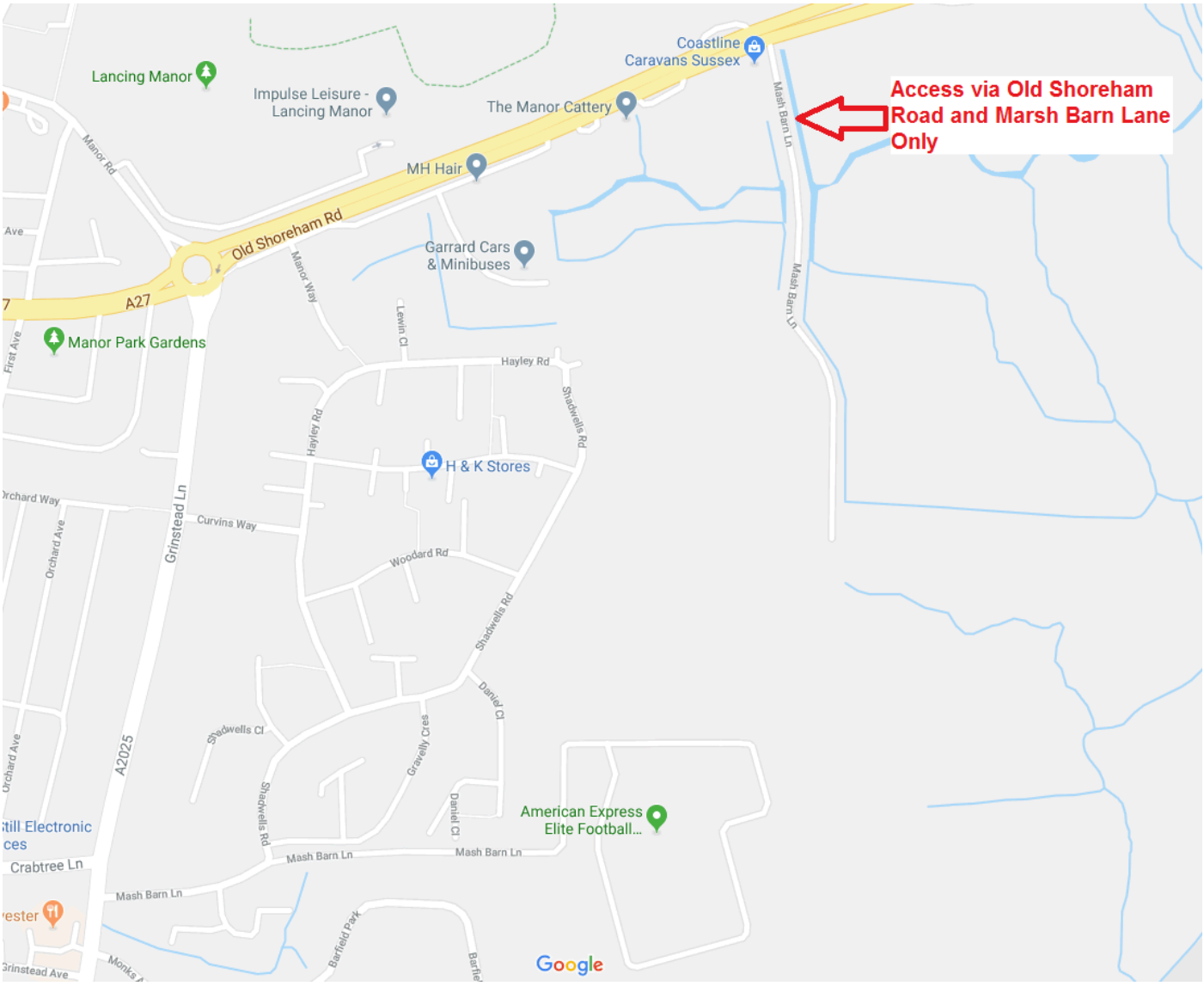
To ensure that the public highway is not adversely affected by debris from the site, wheel cleaning facilities will be established at the site Gatehouse. These will take the form of a jet wash.
In addition, we will hire road sweepers as necessary and we have national agreements with companies that can provide this service on a 24-Hour basis. It is not envisaged that a Temporary Traffic Regulations Order be required for the works within the BGCL's remit. Note: see Appendix A

3.0 Responsibilities

ISSUE	PRIMARY RESPONSIBILITY	DELEGATED TO	NOTES
Traffic Management	Project Manager	Site Manager	
Traffic Segregation	Project Manager	Site Manager	
Traffic Signage	Project Manager	Site Manager	Daily Visual Inspection
Banksmen	Project Manager	Site Manager	
Highway Maintenance	Project Manager	Site Manager	Daily Visual Inspection

4.0 Traffic Management Plan Drawing

A full layout drawing of the site's traffic management arrangements is attached as appendix A of this document. BGCL will be providing on site carparking of 55 spaces to accommodate 20-30 Cars/Vans for Staff/Operatives/Visitors/Carsharing incidental deliveries.



5.0

Vehicle types, frequencies and anticipated numbers.

During the first 6 months of construction we anticipate the following delivered to site:

6 no of 8yard enclosed general waste skip

3 no of both timber and plastic 20yard open skip

No more than 50, 20 tonne loads of aggregate (gross weight 32 tonne)

30 no of concrete trucks (32 tonne)

1 no 13 tonne excavator

1 no 8 tonne excavator

1 no 5 tonne excavator

1 no 9 tonne dumper

1 no 6 tonne dumper

1 no 10 tonne operating weight telehandler

2 no 35 tonne operating weight crane to be used on 6 no visits

APPENDIX A - TRAFFIC MANAGEMENT LAYOUT DRAWINGS AND WHEEL WASHING FACILITIES

- **Site Access Routes and Wheel washing Facilities**

