

Plot behind 19 Main Street Little Thetford CB6 3HA

Traffic Management Plan for a Single Storey Dwelling





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1. Introduction

This Traffic Management Plan has been prepared by Binney and Sims reference to East Cambridgeshire District Council Planning Application 16/01570/FUL Condition 10

Condition 10 refers to the provision of a Traffic Management Plan for the construction of a three bedroom single storey dwelling on Main Street Little Thetford.

This document addresses the following key headings:

- Movements and control of muck-away lorries
- Contractor parking
- Movement and control of all deliveries
- Control of mud, dust and debris from vehicles leaving the site.

2. Movements and control of muck-away lorries and all deliveries

Access to the site will be provided from Main Street. Clear visibility splays will ensure pedestrians are protected from vehicles exiting the site. Heras fencing with lockable access gates will be provided at the entrance to the site to provide security and to ensure unauthorised access and parking does not take place.

The site office will be located to the front of the site to provide safe monitoring and controlling of deliveries, parking and visitors to site. Any skips required will be located to the front of the main site to ensure that it can be delivered and collected in a safe and controlled manner. The contractors parking area will be provided to the front of the site.

The project will have minimal impact outside the site perimeter. The Traffic Management Plan will be incorporated into all subcontractor contracts; this ensures that the plans are implemented throughout the works by all.

A number of proven practices will be implemented to successfully manage all transport issues.

The following delivery times and working hours will be implemented as stated in the approved application 16/01570/FUL condition 11.

During the period of construction no work or related deliveries shall be carried out on the site outside the hours 0800-1800 on weekdays and 0800-1300 on Saturdays nor at any time on Sundays and Bank holidays.

- Vehicle/engine switch off when not in use
- Following clearance and setting up of the site, all loading of spoil and debris will take place on site and away from the adopted highway
- Site speed limits set to 4mph including the approach to the site entrance.
- Encourage contractors to source items locally, or from the same supplier, to reduce the number of deliveries required.
- Ensure that on-site parking is minimised to appropriate levels for construction staff.
- Encourage vehicle sharing for the construction workers with the same shift patterns.
- All deliveries will be pre booked 24 hours in advance to ensure there is the capacity to unload effectively on site. Additionally, deliveries to the site will be timed to avoid peak

periods where possible to minimise impact on the highway network and adjacent properties.

- A Traffic Marshall will be designated at all times when delivery lorries enter and exit the site. The Traffic Marshall will ensure that delivery vehicles and site plant is adequately directed and that pedestrians/ members of the public and private car/vehicle users are not put at risk.
- All lorries shall drive to the property address and identify themselves to the Traffic Marshall who will ensure that unavoidable reversing is supervised.

3. Contractor Parking.

The principle contractor will be encouraged to monitor the daily movement of staff, operatives and vehicles. This information is to be used to promote sustainable travel within the project, with the emphasis on reducing the reliance of single occupancy car travel and increasing the use of alternative modes of transport.

There will be sufficient parking on site for 7 cars or vans. It is anticipated that no more spaces will be required at any one time due to the careful programming of the works.

All site operatives are to be briefed prior to construction on the areas available for vehicle parking and the arrangements for muck-away and delivery vehicles.

4. Control of mud, dust and debris from vehicles leaving site.

It is anticipated that mud, dust and debris will be controllable due to the nature of the project.

The footway and carriageway will be brushed clean of any resultant debris on a daily basis to minimise mud and dirt on public roads.

All muck-away lorries will be loaded on site prior to leaving site, their wheels inspected and cleaned as necessary to prevent site debris being deposited on the highway.

The site hard standing is to be regularly maintained and the adjacent roadway is to be swept to ensure that it is free of debris.



5. Conclusion

As set out in this document, the main considerations are:

- The set-up of the site to safe guard the public and site operatives
- Efficient deliveries and collections can be made with minimal disruption
- The management of construction traffic
- The movement and control of muck-away and delivery vehicles
- Contractor parking.