

# **SLOUGH MULTIFUEL EXTENSION PROJECT**

Planning Inspectorate Ref: EN010129

## **The Slough Multifuel Extension Order**

**Land at 342 Edinburgh Avenue, Slough Trading Estate, Slough**

**Document Ref: 7.7.10 Condition 21 – Temporary Construction  
Compound – Traffic and Transport Management Plant**

The Planning Act 2008



**Applicant: SSE Slough Multifuel Limited**

May 2023 – Deadline 5

## TRAFFIC AND TRANSPORT MANAGEMENT PLAN

# KELTBRAY DECOMMISSIONING SLOUGH POWER STATION Project 1193

<b>Company</b>	Keltbray Decommissioning		
<b>Document Number.</b>	1193-SPS-DECOM-TMP-001	<b>Revision No.</b>	01
<b>Title</b>	Traffic and Transport Management Plan		
<b>Start Date of Works</b>	June 2018	<b>Duration</b>	52 weeks

Revision History				
Document No.	Revision No.	Issue Date	Author	Description of Modifications
1193-SPS-DECOM-TMP-001	00	08/06/18	K Perkins	Original for internal review
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This Revision				
	Print Name	Signature	Position	Issued to:
Author	Kyle Perkins	<i>K Perkins</i>	Site Manger	Bob Ellis
Checked by	Bob Ellis	<i>B Ellis</i>	Project manager	QA
Accepted by	Kyle Perkins	<i>K Perkins</i>	Site manager	Site team

## Status of This Revision

Overall Approval Status	Yes	No	Date
Cat A Accepted for implementation. Work may proceed as planned.			
Cat B Not accepted for implementation. Resubmission required.			

Sign of by Project Manager	Print Name	Signature	Date
	Bobby Ellis	<i>B Ellis</i>	14/06/08

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## 1. Introduction

This document aims to provide practical guidance on the planning elements required in order to prevent vehicle accidents by avoiding hazards and controlling the risks arising from the use of vehicles on the project known as slough Power Station.

The starting point is therefore the risk identification and assessment process, a standard format is provided within this plan and guidance given on the various aspects and elements that were considered.

The risk assessment and control measures are not to be limited to within the site and include the interfaces with the public / others.

### 1.1 Key objectives:

“Every site shall be organised in such a way that, so far as is reasonably practicable, pedestrians and vehicles can move safely and without risks to health.”

This plan has been developed appropriate to the project, its location, the risks, the volume of pedestrians, vehicles and mobile plant, and the interface issues with the surrounding environment.

Its purpose is to consider at the planning stage the arrangements to be set in place for the management of pedestrians and mobile plant / vehicles throughout the duration of the project.

Adequate consideration at an early stage can prevent expensive reactive management of traffic issue on site.

The traffic and pedestrian management plan will be part of a regular review process at each of the various key stages of the project.

It or part there of will be used during site induction to explain the site arrangements to new personnel and displayed to allow visitors and site personnel to familiarise themselves with the site arrangements.

## 2. Scope

The outline scope of works is:

- Asbestos removal
- High Level Demolition
- Low level Demolition
- Removal of Ground Bearing Slabs
- Processioning of arising's
- Backfill of existing ground level voids

## 3. Design

This traffic management plan has been designed to Control vehicle and pedestrian traffic on the project. For the purpose of this plan, Vehicle traffic is split in to three main types of vehicles: delivery and collection vehicles (road bearing vehicles), plant and machinery (self-propelled working plant and site vehicles), staff and site personnel personal transport to site (personal transport)

As far as reasonable practicable all site traffic access/egress and pedestrian routing will be controlled and maintain directly under Keltbray site management supervision. Where crossovers are required due to access and egress requirements onto or through the clients property or designated working areas; this will be coordinated directly at site level with the client's representative(s)

As far as reasonably practicable, Pedestrians will be segregated from vehicles, and moving (self-propelled) plant and equipment; utilising designated pedestrian routes.

Due to the dynamic process of demolition activities these specific routes will be updated frequently and all changes will be conveyed to the work force during toolbox talks and daily activity briefings; the requirements to use the pedestrian walkways will be covered in the site specific induction and reinforced during daily activity briefings.

Delivery vehicles will be under control of a site-based banksman or traffic marshal from point of entry to site until the point of exit. All delivery drivers will receive instruction and be informed of the site rules via the marshal / banksman prior to entering site. Vehicle over 3.5 tonnes will be fitted with reversing cameras but will still be marshalled at all times when moving on site.

All plant working on site will have clearly defined demarcation such as pedestrian barriers, scaffold "A Frame" barriers, hears fencing etc. Additionally adequate signage warning of plant movement will be displayed on approaches to the works areas; Additional signage stating access on entry restrictions will also be displayed as deemed necessary for the works area or local vicinity.

All plant will manoeuvre at a safe speed as set by the section supervisor (note skid steer loaders do not have odometers, therefore a specific MPH for skid steers cannot be set). However Skid steer loaders will be limited to no more than walking speed on site which is circa 5mph.

Warning beacons, horns lights, reversing beacons etc., will be utilised where deemed necessary when vehicles are working / moving / travelling etc.

Note that flashing beacons will not be compulsory on all plant purely for the sake of having flashing beacons, as a large amount of individual beacons flashing in a random sequence, in confined or small areas can cause a strobe effect, this may affect individuals visual judgement in such a small areas).

This is specifically applicable for area 2 shed and in the area 3 basement works.

In all other areas and main court yard they will be used where deemed necessary.

Hence, the use of flashing beacons on approach to or physically on site is to be deemed as a "general requirement" and not an "absolute rule" – formal risk assessments will be undertaken to ascertain where the use of beacons may introduce hazards.

#### 4. Access to the Works and General Site Rules

- Only persons involved with the works will be permitted access on site working areas whilst plant is being used.
- Traffic routes will be maintained so far as is reasonable practicable, suitable for the persons and vehicles using them, sufficient in number, in suitable positions and of sufficient size
- All traffic routes and emergency exits will be regularly checked, maintained and clear from all obstructions and debris
- All plant operators will be instructed to give way to pedestrians using the "thumbs up" method
- All pedestrian will be instructed not to enter the plant working area until the operator has acknowledge their presence and the "thumbs up " method
- All site excavators and large self-propelled plant will have a banks person whilst travelling
- Smaller vehicles such as skid steer loaders will follow designated routes with pedestrian separation from the route they travel.
- Works areas will be monitored by section supervisors, and site managers at least daily
- There will be vehicular traffic on the ground floor consisting of mini excavators and skid steer loaders
- Only persons involved with the arsing removal will be allowed access to the ground floor whilst plant is being used.
- Excavators, cranes and demolition equipment will have clearly defined working areas, with sufficient demarcation, such as pedestrian barriers, scaffold A Frame barriers, Heras fencing etc., adequate signage warning of plant movement and restricted access will be displayed on approaches to the works areas.

- In areas where there is likely to be pedestrian plant crossings, additional signage will be placed and where deemed necessary cross over systems put in place or a banks person will be posted to control plant /and pedestrian movement
- Delivery vehicles at street level will not reverse without a dedicated banks man

The traffic routes will be so far as is reasonable practicable:

- Indicated by suitable signage and where deemed necessary physical barriers and/or demarcation
- Regularly checked; and
- Properly maintained
- Changes to routes will be captured in daily activity briefings and toolbox talks- copies of updated traffic routes will be clearly displayed in the site office and other prominent positions such as the mess room or toolbox talk / induction areas

No delivery vehicles will be driven on a traffic routes unless that traffic route is free from obstruction and permits sufficient clearance with the attendance of a traffic marshal.

Site Vehicles being utilised for arising processing and or removal will work in designated works zones.

These zones will be detailed in the specific method statement for these works and covered in daily activity briefings.

## 5. Green Travel Plan

### Selection of Site Operatives and Staff

Keltbray are a specialist contractor providing specialist skill sets within the build, decommissioning and demolition environment.

As such, Keltbray staff are highly trained and are expected to work to exacting standards- the vast majority of our staff are long term employees whom have undertaken our apprenticeship schemes or whom have had a number of years of both external and in house specialist training.

It is therefore highly unlikely that suitably qualified and experienced personnel could be resourced locally. However; where practicable Keltbray will endeavour to source support staff locally.

Due to the envisaged limitations of suitable qualified and experienced personnel, living locally to the site Keltbray will implement the following scheme for site personnel traveling to site:

### Parking Facilities

Keltbray will form a dedicated contractor's car parking area within the site boundary. If parking for a minority of site personnel is required on the adjacent public highways during busy periods of site activities local parking restrictions will be strictly adhered to.

To prevent nuisance parking, where necessary Signs will be erected "No Parking for Keltbray personnel" in and around adjacent parking zones and properties (subject to Local authority and land owners' permission)

### Parking of Personal Vehicles

Where practicable site operatives will be encourage to travel to the site via public transport- however this will not be practicable for all site staff. Keltbray will put the following in place to encourage the use of public transport.

### Limited Dedicated Parking

There will be limited provision for dedicated parking spaces in the contractor's compound- for key staff and traveling operatives or operatives working away from home.

### Site Minibus

The site will have a dedicated minibus; and where practicable the minibus will collect / drop off a number of staff along a pre-arranged route.

Additionally the minibus will run a timetable to ferry site operatives to and from Slough Train Station. The timetable will consist of two collections from the station in the mornings and two drop offs to the train station in the evenings.

### Car Sharing

Where site personnel cannot travel to site via public transport, incentives such as dedicated parking spots or car wash vouchers will be utilised to encourage car sharing.

### Site Deliveries Collections and Movement Orders

#### Site Deliveries

As mentioned above our operations on site will require specialist plant and equipment to be delivered and collected from site. likewise the arising's from some of our activities will need to be sent to specialist licenced facilities, as such there is limited scope for utilising local facilities, however we will try to source or utilise local resources or facilities where possible and practicable.

Delivery companies and suppliers will be issued a copy Traffic route plan (as laid out in Appendix B) to assist them with planning the direction that delivery vehicle approach the site.

All normal site deliveries will be kept to the site working hours (7:30am – 5:30pm).

Delivery vehicles will not be allowed to enter or park adjacent to site out of normal working hours (with the exception of vehicles under a police movement order)

#### Parking of Delivery Vehicles

Delivery and collection companies will be instructed that vehicles are not to approach the site boundary prior to official working hours, and no vehicle is to stand or park in vicinity of the site any earlier or later than ten minutes prior or past the official site hours.

There is to be no prolonged parking at the entrance to the site by any delivery vehicles.

Where needed the secondary Access/ egress point onto Edinburgh Avenue will be use to alleviate the site disruption from deliveries. (Refer to Appendix C for access egress plan).

As soon as is reasonable practicable; a suitable holding area will be established within the site boundary to facilitate holding of delivery or collection vehicles – please note this holding area may change from time to time due to the dynamics of the site. Where significant changes are required, this plan will be updated; to reflect the changes.

Once established the holding areas will be demarcated with suitable and sufficient signage any changes or adaptations will be highlighted in Daily activity briefings toolbox talks etc. the plans will be placed in prominent positions across the CDM zone

The parking of site delivery vehicles on footways and double parking will be prohibited; Keltbray will take disciplinary action for repeat offenders.



### **Movement Orders and Special Deliveries**

Some large plant and equipment will be subject to a “movement order” the timing of the movement order will be stipulated by the local police authority- please note that movement of large demolition plant may require collaboration between individual police forces and hence actual delivery times may be outside of Keltbray control. Items are normally placed under a movement order due to either the size of the item being delivered or the size and maximum speed delivery vehicle.

It is common for the local police authority to restrict items being moved under such orders to early mornings, late evenings, or in some cases only at weekends or other specified “quiet times”.

Keltbray will have limited input to these timings as the local police force will issue a movement order to suit their own daily operations and on occasions the police force can delay – bring forward and sometime cancel movement orders with very limited notice.

As a rule of thumb, any excavator over 3 meters wide such as a 30 tonne excavator (due to the width) will be subject to a movement order.

The most common times for movement orders to be allowed on the public highways are prior 07.00 hrs and post 19.00 Hrs. it is common practice that items under a movement order are not allowed to enter into towns or urban areas during the period between 07.00 hrs and 19.00 hrs

Note:

The movement order may not only be placed on the item being delivered but also the delivery vehicle such as a long low-loader for instance; hence a 07.00 hrs delivery of a large excavator may mean that the delivery vehicle is not allowed off site until that evening. Hence, on very rare occasions this can mean early delivery and late departure.

Hence, items under a movement in most cases will require out of hours activities – additional special items or operations such as tower crane erection may require deliveries and physical works outside of the site official site hours.

On all occasions, Keltbray will endeavour to keep the client and the local environmental health Office fully informed of timings and give as much notice as is practicable on the understanding that the local police force may place restriction and or give directions to us at short notice.

It is also good practice to ensure that local stakeholders and neighbours are informed prior to large deliveries in or out of normal hours – Keltbray can undertake this directly or via the clients representative.



## 6. Routes to Be Used By Vehicles

This plan identifies the most suitable access roads to/ from the site for site vehicles and the transport of demolition plant and materials to the nearest major road artery this plan is laid out in appendix B. the immediate approach and access/ egress from site is laid out below.

### Large Delivery Vehicles



As far as possible, vehicles and plant will enter and exit in a forward's direction turning left from Buckingham Avenue onto Harwich Road access point, they will predominantly leave the site via the same route. Where this is not possible they will leave via the secondary egress point e turning left onto Edinburgh Avenue. There will be no cueing of vehicle outside of the site. All deliveries will be booked in 48 hours in advance and will be coordinated as to minimise disruption and avoid multiple deliveries at any one time.

As soon as is reasonably a dedicated turning circle area will be demarcated to allow vehicles to turn around within the Keltbray CDM area to facilitate use of the existing weigh bridge .The deliveries will turn around the main courtyard in a clockwise direction.

### Pedestrians and Personal Vehicles

Pedestrian and personal vehicles will enter site from Harwich road via the dedicated site pedestrian entrance.

The contractor's compound will have limited parking facilities. The parking bays will be clearly marked out and signage will be displayed to ensure only reverse parking is undertaken.

Parking of personal vehicles will be restricted as far as reasonably practicable to personnel whom cannot reasonably attend site utilising public transport.

Parking will be managed under an "authorisation to park" basis as opposed to "right to park" basis

It is also envisaged that some small deliveries vehicles will deliver materials to the contractors compound – this will usually be restricted to transit and Luton sized vehicles; where larger vehicles are to deliver - these deliveries will be managed by a dedicated traffic marshal.

Due to the physical constraints of the area the delivery, pedestrian and personal vehicles will operate a two way system along this access point.

At all times, all vehicles are to give way to pedestrians.



## 7. Temporary Traffic Control and Management

When machinery needs to enter onto roadways, or where temporary pedestrian and or vehicle marshalling are require in events such as large excavator or crane arrivals to site.

Appropriate supervision will be provided to control the flow of pedestrian and vehicular traffic. Traffic Marshals will be used during the movement of heavy plant.

Some items of plant will require moving on low loaders and transport vehicles; where required these operations will be timed to minimise disruption to road traffic and undertaken from the nearest suitable controlled access point.

### Temporary Traffic Signs

IF required any temporary traffic signs will be agreed with the highways agency- with the appropriate licences being in place.

The layout of all temporary traffic signs on the public highway shall where appropriate, comply with the requirements of Chapter 8 of the Department of Transport's Traffic Sign Manual. The design and specifications of signs shall comply with the Department of Transport's specifications for Highway Works.

All temporary traffic control signals will be kept clean and legible and free from overgrown vegetation at all times during the works and they will be promptly removed when their location becomes invalid during the development of the works.

The signs shall be fixed securely to ensure that they do not become dislocated or detached. Regular maintenance checks to clean and re-secure signs as appropriate will be carried out.



## 8. Pavement Crossovers

Where access points are required across a public footpath or right of way, suitable pavement crossovers protection will be provided. It is envisaged that this will apply to the Edinburgh avenue egress point only all pavement cross over points will be marshalled accordingly.

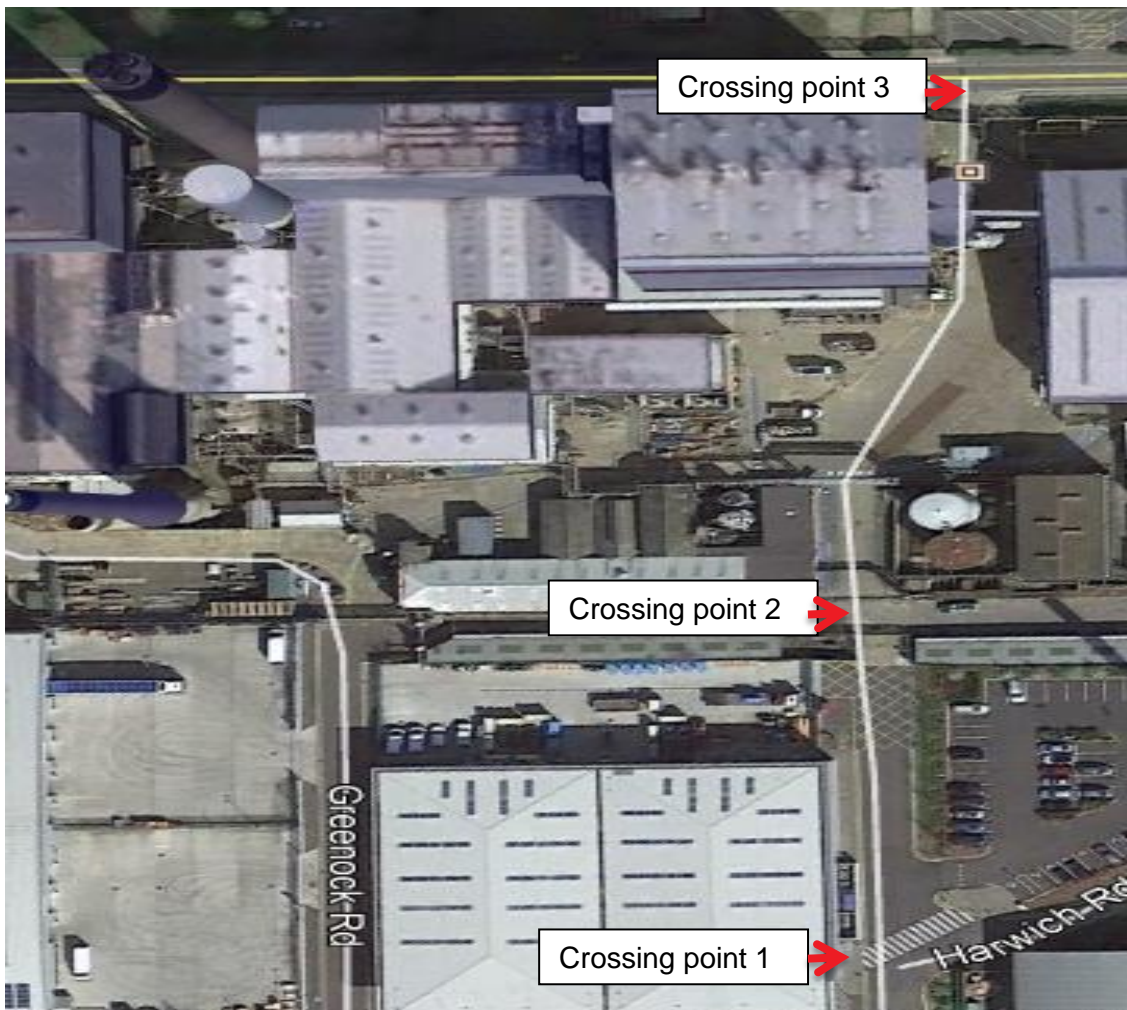
Pavement crossover points will regularly inspected and will be maintained to ensure safe pedestrian and public vehicle passageway over the pavement crossovers both during and post use.

### Pedestrian Crossing Points

There are three areas where site traffic will cross over pedestrian footpath or pedestrian utilised areas, these are highlighted below.

Due to physical constraints of existing roadways and buildings, it is not possible to negate vehicle movements over these points- however the use of the crossing will be regularly assessed during the delivery of the project; and in particular during key stages, to ascertain if vehicle movements can be negated in any high pedestrian traffic areas.

As a minimum these areas will be marshalled as deemed necessary in particular during times of multiple bulk deliveries, deliveries of large plant and equipment or during Peake pedestrian use periods.



## 9. Restriction

There is no known weight or dimensional restrictions on route to the site boundary.

A height restriction of 5500mm will be enforced within the site boundary until a time when the service bridges have been removed.

There are no known physical weight or dimensional restrictions to normal site traffic as the site entrance, exit gates and general road layout where designed for industrial use.

Where dimension or weigh restraints are encountered within the site footprint these will be accessed accordingly by the relevant authority or engineer and findings will be passed to the site operatives via daily activity briefings and toolbox talks.

## 10. Highways Condition Assessment

Prior to commencing demolition, a Road Assessment will be carried out. This assessment will primarily identify the following:-

- Class of Road
- Restrictions on the road (speed, height, weight)
- Traffic Conditions
- Site lines from the pipeline access and egress point taking into account the volume of traffic and pedestrians
- Recommendation as to any type of vehicles that is unsuitable for the access.

The results of this survey may be incorporated into the Safety plan prepared prior to commencing demolition.

Additionally a photographic condition survey will be undertaken of surround highways and footpath both prior and post demolition activities- the condition survey will be held in the site office for review on request.

## Site Drawings

Due to the dynamic changes that occur during decommissioning and demolition activities- placing and maintaining site drawings is not practicable as in all likelihood would require this plan to be revised weekly or daily- to this end this document will be regularly reviewed to ensure it is maintained as a fit for purpose

Key Site drawing and sketches associated with this plan will be updated as required- as an absolute minimum the current drawings or plans will be contained in the site specific induction.

Displayed in the site office and other relevant positions such as the site induction / TBT areas and segregated works zones as deemed necessary.

## 11. Road Cleaning

Keltbray shall ensure that public footpaths and roadways are kept clean tidy and safe at all times and where deemed necessary will organise road cleaning equipment as necessary to be utilised on this project. Control of the equipment will be by the Foreman in charge or by the Site Manager. Where Road sweepers are required these will be controlled from the site office or site supervisor by means of a Mobile Phone.

## 12. Site Personnel Working Times

Refer to document DCD-HSQE-GUI-005 working times regulation guidance the purpose of this guidance is to ensure personnel managing individual sites comply with the Working time regulations and Keltbray's policy of working times.

### **Overview of working hours**

The Working Time Regulations place duties on employers to ensure that the working hours of employed workers, (averaged over a period of 17 consecutive weeks) do not exceed 48 hrs per week.

Workers over 18 are usually entitled to 3 types of breaks

- Rest breaks at work,
- Daily rest
- Weekly rest.

Young persons are entitled to greater rest periods. Also an additional risk assessment on working times and shift patterns are required for young persons in the workplace.

### **Rest Breaks**

Workers have the right to a 20 minute break in a shift period of 6 hours or more. A rest break is to be at some point in the middle of a shift or equal time periods during the shift, not at the start or finish of a shift  
Young workers (under 18s) get a rest break if they are working 4 ½ hours

### **Daily Rest**

Workers have the right to 11 hours rest between working days, e.g. if they finish work at 8pm, they shouldn't start work again until 7am the next day.

Young workers get 12 hours rather than 11.

### **Night Work**

For night work, a worker cannot exceed an average of 8 hours each 24 hours. The average is to be taken over a 17 week period. Night workers must be given the opportunity to have a health assessment free of charge before they start working nights. For young workers, they have to have the opportunity to have health assessments at regular intervals (not sure what regular intervals are, but probably every 3 months max)

### **Other Employment**

No direct, full time employee may work for another employer without the knowledge and permission of the Managing Director of Keltbray Group Limited.

In order for Keltbray to ensure all personnel are fit for work, Personnel who may be contracted on a zero hours contracts for Keltbray D&C must keep Keltbray informed of workload and in particular any shift patterns

### **Exemptions**

Employees may request an exemption from the maximum working time requirement of the regulations by submitting the Opt-out Agreement form.

Note

The Opt Out form doesn't apply to the 8 night hour's average rule - only to the 48 total hours rule.

### **Definitions:**

Child — a person below school leaving age (less than 16)

Young person — someone who has not attained the age of 18

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### **Keltbray Working Hours**

Due to the nature of Keltbray's undertakings Keltbray will set rest brake times and periods on a site to site basis, in general the standard for a working site will be:

Shift of 4 hrs or less, no brake

Shift between 4Hrs and 6Hrs, one thirty minute break to include washing up time

Shift between 6Hrs and 12Hrs, Two thirty minute break to include washing up time, at no greater intervals than 4 Hrs apart

**Appendix A - Traffic Hazard Identification and Control Measures**

Key Hazard Identified	Significant Risk and Who May Be Harmed	Control Measures
Restricted site access.	Striking pedestrians and operatives.	Establishment of segregated vehicle and pedestrian route onto and off the site. Refer to Appendix B. Main site access and egress point is from Harwich road, the exit has no pedestrian walkway until the vehicle is out of the site fully with a view line of the pavements. All movements on and off site to be marshalled by trained traffic marshals
Restricted road and pedestrian access around the site.	Striking site personnel and temporary/permanent structures.	Establishment of segregated vehicle and pedestrian routes around the site. Refer to Appendix B, Establish warning signs. All staff and visitors briefed on the site pedestrian walkways and the traffic routes prior to site visit/work, any changes will be given in the morning briefing
Site visitors	Being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to Appendix B. Visitors must wear high visibility garments whilst out on site. All visitors must be accompanied at all times and comply with the site rules
Steep gradients.	Overturning vehicles – driver/personnel injury.	Select appropriate vehicles for site conditions. Keep gradients to a minimum. Manufactures guidance adhered to at all times for any plant using a gradient/slope, all ramps to be designed, constructed and tested prior to use. Permit to use and or load where deemed needed
Vehicles reversing in confined areas.	Striking site personnel and other vehicles.	Where possible provide one way route through the site to eliminate reversing. Vehicles must have visual warning light on at all times. Vehicles must have audible alarm warning when reversing. Trained banksman must be in attendance and in constant view of driver. Multiple marshals where needed. Site turning circle introduced as to eliminate reversing.



Vehicles being unloaded adjacent to the site gates or pedestrian walkways and work areas.	Injury to passing pedestrians.	Temporary road barriers must be erected at a safe distance away when gates are left open. Banksman to be in attendance at all times during off load. Full time marshal dedicated to pedestrian movement in conjunction another marshal/slinger signaller carrying out the off load duties. Where possible lorry to be brought fully in to site to eliminate the need for the gates to be open for prolonged periods
Site personnel.	Site personnel being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to Appendix C. Pedestrian routes must be identified by barriers and signage etc. Operatives must wear high visibility garments whilst out on site. All site personnel must undergo a site safety induction before starting on site, which will cover vehicle segregation and site rules. All lorry and delivery drivers to adhere to the site rules at all time. Marshalls to monitor drivers.
Vehicles entering and leaving site.	Striking pedestrians, site personnel and other vehicles.	Security and or marshals to control and monitor incoming and outgoing vehicles. All vehicles to be controlled by trained and competent banksmen.  Vehicles cross overs to be constructed at all gates. Site hoarding erected around the exposed sections of the project to deny access to the general public.
Vehicles picking up mud on wheels.	Leaving mud on the highways causing road traffic accidents and accidents to pedestrians.	Outgoing site vehicles must enter the wheel wash before leaving site. Excessive mud on wheels to be removed by jet wash and wheel wash where needed.  Drivers and traffic marshals to check wheels for excessive mud before leaving site.
Vertical edges.	Falling of vehicles and vehicle loads. Injury to site personnel	Road barriers must be installed to vertical edge. Timber baulks to be positioned at least 1m or 45 degrees from the lowest point back from edge whichever is greater. Controlled speed limit.
Concrete pumps overturning, hi ab lorries, MEWP's and plant	Injury to pedestrians and site personnel	Ensure all outriggers are positioned correctly and in accordance with all TWC's permit to load conditions. Plate bearing or CBR testing to be carried out on unmade ground.

Obstructions and services	Overturning of vehicles. Damage to installed structure.	Highlight obstructions and services. Any services trenches to be identified, inspected and a safe working distance to be determined and shown in the TWC's permit to load and to comply with its restrictions.
Concrete pumps overturning, hi ab lorries MEWP's site plant in general	Injury to pedestrians and site personnel	Ensure all outriggers are positioned correctly and in accordance with all TWC's permit to load conditions. Plate bearing or CBR testing to be carried out on all platforms to verify suitability.
Obstructions and services	Overturning of vehicles. Damage to installed structure.	Highlight obstructions and services. Any services trenches to be identified, inspected and a safe working distance to be determined and shown in the TWC's permit to load and to comply with its restrictions. TWS to inspect hourly, daily and weekly where needed.
Noise and vibration and emissions.	Effects on site personnel and pedestrians.	Vehicles to be regularly inspected and maintained. to comply with relevant condition and associated awarding bodies FORS/RHA. Monitoring of Noise and vibration at the site boundary to ensure compliance at all times.
Drivers lacking competence.	Out of control vehicles. Striking site personnel and damage to structures	All site drivers to have a current certificate of training achievement and to be competent. All deliveries to come reputable suppliers and in compliance with FORS and or RHA standards Drivers to receive adequate supervision and monitoring. Engines to be turned off when not in use
Vehicle arrival and departure	Site congestion. Striking site personnel and pedestrians. Causing road traffic accidents. Vehicle drivers being struck by another vehicle or load.	Security to control and monitor incoming and outgoing vehicles. Drivers must wear safety helmet, safety boots and a high visibility garment when out on site. All drivers to be issued with Drivers rules. Deliveries by prior arrangement to avoid an unnecessary build-up of site traffic.
Speeding vehicles.	Striking pedestrians and other vehicles.	All vehicles to observe the site speed limits. All drivers to be issued with Drivers rules. Speed humps installed where necessary. Disciplinary action taken to company and driver of repeat occurrences. Manager to enforce and monitor the speed limit by all of their operatives when using plant (5mph)

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Loading and unloading of vehicles.	Striking site personnel.	All loads to be unloaded under the supervision of a trained and competent banksman in designated areas clearly marked
Disruption to the local traffic and highways.	Causing congestion and possible road traffic accidents.	Vehicles to use the designated approach roads. Use of the Harwich road access as the primary access route this will limit disruption to highways. Pre booking in to avoid multiple vehicles at any one time. Site holding area.
Non site vehicles entering the site.	Striking pedestrians, site personnel and other vehicles.	Security/traffic marshal to monitor incoming and outgoing vehicles. Signs to be displayed on approach to site roads traffic. Gates to remain closed at all times other than when access and egress is required by pre booked



Appendix B Deliveries Traffic Route Plan

