

# Traffic Management Plan

79 CAMDEN ROAD,  
CAMDEN.  
NW1 9EU



## Prepared For:

Barratts London 79 Camden Road,  
Camden, NW1 9EU

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### Document Production / Approval Record

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04		



## 1. Introduction

Our scope of works includes the controlled demolition and construction of 79 Camden Road, Camden, NW1 9EU, which is situated in St Pancras Way, Camden. NW1 9EU.

Surrounding the site to the North is Rochester Place, to the East is Camden Road, to the South is St Pancras Way and 102 St Pancras Way borders the site to the West.

This SSoW is also to be read in conjunction with SSoW003 – Project Deliveries to Site in St Pancras Way which has been prepared to cover the majority of the Traffic Control measures off site.

**THIS IS A LIVE AND WORKING DOCUMENT SUBJECT TO REGULAR REVIEW AND UPDATING. WHERE SIGNIFICANT DEVIATIONS ARE PLANNED OR IDENTIFIED IN THE DAILY REVIEW RISK ASSESSMENT (See Part B) THEN THIS DOCUMENT SHALL BE UPDATED ACCORDINGLY**

This plan has been formulated to mitigate the risks as far as reasonably practicable for the duration of our intended works on site, all personnel on site will be briefed as to the restrictions to site during an induction which will be carried out prior to commencement of work. All delivery drivers and haulage companies will be communicated to at the procurement stage.

This Plan will be amended and the risk assessment reviewed if the proposed system, method or work changes, or is altered for any reason. Erith's Project Manager in conjunction with the Erith Health and Safety Department will make these amendments

## 2. Site Access

The site itself will be fully fenced. 2.4m timber hoarding will be installed to the perimeter of the site; included in this will be a set of double leaf gates positioned to open into site, allowing access into the site for vehicular movements and a pedestrian gate to ensure site operatives and vehicles remain segregated. A dedicated gateman will be in position at the gated entrance for all comings and goings to the site; this is to ensure the safety of any passers-by during movements, and to prevent any unauthorised access.

St Pancras Way footpath will be closed from 20<sup>th</sup> May 2015. Pedestrian traffic will be maintained around the site perimeter and past the entrance to site throughout our works, any crossing or temporary use of the public footpath for access to site will be controlled locally with a banksmen in attendance to control pedestrian movements.

Pedestrians approaching from the direction of Camden Road onto St Pancras Way shall be directed with suitable signage to cross the footpath using the existing TFL Pedestrian Crossing on the junction of Camden Road and St Pancras Way. They will then use the footpath on the other side of the road from the site in St Pancras Way until approximately 20m passed the site boundary (near 102 St Pancras Way) where a new Controlled Pedestrian Crossing will be installed to allow them to cross back over the street if they so choose to. In like manner pedestrians approaching the site from the other side shall undertake the same route in the reverse order. All directions will be clearly marked with the relevant Chapter 8 signage and where necessary additional signage shall be provided. This route will be inspected at least 3 times a day by the Traffic Supervisor to ensure that it is maintained and relevant to the conditions in place. For example where a sign is found to be blocked by visual obstruction then the signage shall be moved or adjusted accordingly.

Vehicles using the agreed access routes will be; delivery vehicles, HGV skip vehicles, plant movements and general vehicle access. Vehicles will access site periodically throughout our works, entering site under control of banksmen, unloaded/loaded within the confines of the site prior to leaving using either the same exit point or via the Gate 1 Entrance and Gate 2 Exit that has been set up on site. Skip vehicles will be the main source of vehicular movements during our works and will be collecting full skips and leaving empties in an exchange process.

There will be no turning on site due to the nature and size of the project, all vehicles will be backed into site under guidance from a banksman.

The initial site access will be from St Pancras Way via the one way system heading West towards Camden Road.

Our works will be carried out on site from March 30<sup>th</sup> 2015 to end of February 2016 with access to the site available from 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 Saturday mornings (when Saturday working)

In addition to the constraints detailed above all other items have been noted and discussed within SSoW003 as outlined above.

There shall also be from mid-May 2015 a further access gate via the West of Rochester Place (near the junction with Rochester Mews) for limited small vehicle access to the new Welfare Area established within Rochester Place (road closure and hoarding to be in place at this time within Rochester Place). At this time no other sensitive areas \buildings i.e. schools and any other restrictions have been identified.

### 3. Traffic Movement

The re-cycling facilities for our demolition materials, concrete, brick and metal are all in the South London/Kent area. The vehicles removing this spoil will take the following routes to and from site.

In order to manage the movement of vehicles into and out of Site our traffic movements will follow the routes as detailed in the below table. The use of the main roads into the site will be utilised to minimise disruption of vehicles running up and down restricted residential roads. Use of main routes will ensure safety to local residents, pedestrians and control of vehicles entering and leaving site. The route into and out of site is detailed below and also detailed on the attached sketches (See Appendix A).

<u>Vehicle Access Route To Site</u>	<u>Vehicle Egress Route From Site</u>
St Pancras Way from West along One Way system	Leave Site.
Enter Site turning left via Gates in St Pancras Way Access to site controlled by Site Traffic Marshalls NO REVERSING WITHOUT A BANKSMAN	Turn Left into St Pancras Way and follow One Way At Lights Turn Left into Camden Road, heading N. Alt. Straight on at Lights along St Pancras Way.

## 4. On Site Traffic Safety Measures

All vehicles entering or leaving the site must do so under the guidance of a dedicated banksman who is suitably competent, trained and experienced.

Any complaints should initially be directed to the site manager, whose number will be detailed at the site access point, with points raised considered and alterations made where possible. Any further complaints should be directed to the head office to be dealt with, this number also detailed at the site entrance.

Segregation of public and vehicles/personnel is achieved by clearly defined site boundary, and a banksman positioned preventing personnel and vehicles coming into contact with each other during site entry/exit.

The communication between vehicles accessing site and the site itself will be maintained to minimise congestion around the site and any possible stacking, the use of mobile phones will be utilised to ensure communication is maintained between drivers and the site and the arrival of vehicles can be suitably planned. Delivery times will all be planned and booked in advance and this is further outlined in how this is managed in SSoW003 – Deliveries to Site.

### **Working Practices**

- All Banksmen and Traffic Marshall work under the direct supervision of the Traffic Supervisor.
- Traffic Marshalls dressed orange hi visibility jackets will escort all lorries into the site, particular care will be taken during reversing operations.
- To keep other contractors and visitors away from the demolition works a demolition exclusion zone will be formed separating it from the remainder of the site works by a Heras Fenced barrier at a distance in accordance with BS 6187:2000 Clause 13, carrying signs indicating that demolition work is being carried out within it.
- Warning signs will be displayed in prominent positions around the site and work area indicating “CAUTION CONSTRUCTION SITE TRAFFIC”.
- Prior to works starting all personnel will be given a site specific induction and orientation to the site, this will be conducted by the site manager who will advise personnel on any specific safety requirement that are required during the course of the project.
- All drivers will be given a site specific induction on first arrival on site; this is to ensure that everyone understands the site traffic requirements and precaution to prevent injury.
- All vehicular traffic will take due regard to all other road users and pedestrians.
- A 5mph speed restrictions will be used while vehicles are on site.
- Plant equipment will be offloaded within site area only whilst this is still possible. However once the site basement has been removed some smaller items of plant may still remain and these will be unloaded through either a planned lift plan, or where a planned lift cannot be taken owing to the size of a plant then the Project Manager shall reassess the situation and a new Task Specific Safe System of Work shall be generated to deal with that unique and particular plant item.
- Site plant i.e. excavators, diggers etc, will only be driven by persons that are trained and competent with the appropriate qualifications.
- All flat back lorries will have edge protection for operatives safety should they have to mount the back of the lorry.
- Audible reversing warning devices will be fitted to all vehicles and be directed by a Banksman when reversing.
- All vehicles loaded with arisings will be fully sheeted before leaving site.
- All walkways/ pavements will be kept clear of debris and/or material to prevent slips, trips and fall hazards.
- Should the need arise a road sweeper will be utilised to clean the exit to the site and surrounding roads. Owing to the size of the site, a Full Size Wheel wash is too large to fit within the site. However the internal roadbase area between Gates 1 and 2 to reduce spoil leaving site and also to allow for jet washing to take place. This should control the risk of debris from the site becoming carried out into the Public Highways.



- For the delivery of heavy plant, this will be coordinated with the local police via movement orders, the delivery of these are typically during out of hours to avoid presenting disruption to local traffic.
- Should there be a requirement for emergency vehicular access, these vehicles will be given priority right of way either on or off site.
- It is not believed at this stage that the site shall need to cover any existing signs or suspend any parking bays outside the site as part of the Traffic Management Plan for the site.
- The Traffic Supervisor will up to 3 times a shift undertake a reconnaissance to see if there are any other nearby works that may be going on that may clash or cause disruption to our own TM signs / Chapter 8.
- A Traffic Management Services contractor has been employed to supply drop down curbs and controlled site crossing to the West of the site in St Pancras Way. This is to allow Pedestrians, including buggy and wheelchair users to safely cross the road to the west of the site, due to the proposed footpath closure outside the site in St Pancras Way. To the East of the site there is already in existence a Controlled Pedestrian Crossing point in the form of the Lights on the junction of St Pancras Way and Camden Road.
- Full traffic signage and signals will be put in place for the Temporary Crossing and they will be daily inspected by the Traffic Supervisor and Site/Project Manager under the Temporary Works Register for the Project.
- Currently the speed outside the site is restricted to 20mph and is in place under the current Highway Authority conditions.
- Stop and Go boards will be in place, and a trained Traffic Marshall will be in place for use, under the direction of the Traffic Supervisor in the event that for some reason the Lights on the Temporary Pedestrian Crossing Point should fail.
- All Signage shall be correctly sandbagged and weighted down.
- Should any pedestrian barriers be put in place, the correct barriers with taping rails for the 'visually impaired' shall be installed as standard.
- Chicanes, tapers and cones will be put in place should any work be done on the road. (however it is at this time not anticipated that any works in the road are likely to be required).
- A Contact Number shall be put in place for out of hours contact and will be clearly visible to report all out of hours concerns over any Temporary Pedestrian Crossing Points and Signage for when the Traffic Supervisor is not available.

### **Drivers' Rules**

Drivers of our vehicles and Plant will also adhere to the following rules set below.

- Daily check of water, oil, fuel, lights, tyre pressures, brakes, steering and hydraulics.
- Report any defects immediately; do not use the vehicle if considered unsafe.
- Set the gear to neutral before starting the machine.
- Ensure the vehicle is not overloaded.
- Ensure that starting handle shafts, drive shafts, belts, worm drives and flywheels are guarded.
- Keep vehicle tidy.
- Do not carry passengers, other than in the seats provided.
- Do not attempt to mount or leave a moving vehicle, or permit passengers to do so.
- Do not make adjustments with the engine running.
- Never leave the machine with the engine running.
- Never reverse without the supervision of a banksman.
- Keep to the speed limits onsite and on public roads.
- Keep the machine in low gear when travelling downhill.
- Do not smoke during refuelling.
- Do not use petrol for cleaning purposes.

- Before tipping loads into excavations ensure that there is an adequate stop and that no one is working in the vicinity of the tip area.

A review of our TMP will be carried out in the event of any major changes to our working procedure or required level of access.

## 5. Parking/Travel Arrangements

There are no parking locations available on site for personnel. Any vehicles requiring access to the site will require clearance / approval from the Erith Project/Site Manager before arriving. Any personnel cleared to arrive by vehicle will be directed by Traffic Marshalls/Banksmen within the site in close proximity to the welfare facilities, access to the site will be via the agreed access route.

Access to the site by general workers and visitors on site will be by train as an option, with the nearest train station being Camden Road Station, and for those using the Underground, Camden Town both of which are within 5 minutes walk from the site.

Bays for TFL's Cycle Scheme are also located nearby next to Camden Road Station for those who wish to use this system, in addition for personal cycle users allocation of up to a maximum of 7 cycles will be provided within the welfare area. This number will be reviewed periodically should cycling be the preferred choice for workers and visitors to the site.

## 6. TMP Risk Assessments

RISK ASSESSMENT		
Site Location	Date of Assessment	Assessed by
79 Camden Road, Camden.	23/04/15	Craig Krzyzanowski de Sloan
Description of Work Assessed	Traffic Management	

Risk is assessed in accordance with the HSE's Guidance Note INDG16 "Five Steps to Risk Assessment" plus our Professional Health and Safety Adviser's document "Risk Assessment Made Easy" as:-

- Look for the hazards.
- Decide who might be harmed and how.
- Evaluate the risks and decide what control measures are required.
- Record the findings.
- Review the assessment and revise it if necessary.



Ref No	Risk Assessments
1	Material Transport & Traffic Management
2	Working Next to Live Traffic
3	Operations which could present a hazard to the public and third parties
4	Driving while on Erith company business
5	Loading and Unloading of Roll On/Off Skip
6	Vehicle access

Assessment Number	Risk Ranking			Persons Affected E, YP, CN, PB, VS	What is Already in Place Main Control Measures and Extent of Controls	Residual Risk Ranking		
	Probability (P)	Severity (S)	Significance (PxS)			New Probability (P)	New Severity (S)	Significance (PxS)
<b>1.</b>  <b>Hazard:</b> Material Transport & Traffic Management  <b>Risk:</b> Possible physical injury/collision Obstacles in the Road Interface with the Public	3	5	15	E, CN, VS	<b>Controls:</b> <ul style="list-style-type: none"> <li>Ensure that all vehicles are banked into and out of the site.</li> <li>All Loads to be sheeted when leaving site as per regulations.</li> <li>Vehicular and pedestrian traffic to be suitably segregated.</li> <li>Vehicles to be fitted with reversing alarm and flashing amber beacon.</li> <li>Ensure that all vehicles adhere to the Traffic Management Plan.</li> <li>All loading/unloading activities will be carried out following the recommendations of HSG151 "Protecting the Public – Your Next Move"</li> <li>The roadway and footpath to be kept clean at all times, any debris on the road/footpath to be cleared immediately should they occur.</li> </ul> <u><b>Extent to which they control the risk:</b></u> <ul style="list-style-type: none"> <li>Helps to avoid collision with objects, vehicles and personnel, during manoeuvring into and out of site.</li> <li>Controls the loading activities and reduces the risk of impact injury occurring.</li> <li>Will make others aware of the presence of danger.</li> <li>Ensures due care and attention are given to members of the public.</li> <li>Ensures that the road/footpath is kept clean and there is no risk of third party vehicles striking obstructions in the road or pedestrians tripping on arisings.</li> </ul>	1	5	5

Assessment Number	Risk Ranking			Persons Affected E, YP, CN, PB, VS	What is Already in Place Main Control Measures and Extent of Controls	Residual Risk Ranking		
	Probability (P)	Severity (S)	Significance (PxS)			New Probability (P)	New Severity (S)	Significance (PxS)
2.	4	5	20	F, PB	<p><b>Controls:</b></p> <ul style="list-style-type: none"> <li>Ensure that all operatives are trained in the dangers of live traffic work.</li> <li>Ensure that the code of practice for safety at street works and road works is adhered to.</li> <li>Use buffer zones/safe areas wherever possible.</li> <li>Ensure that all operatives show consideration to all passers-by.</li> <li>Ensure that all dangers to the public are minimised, especially at the end of each working period.</li> <li>PPE to include safety footwear and always a high-visibility jacket/vest to BS EN 471.</li> <li>Ensure that PPE is correctly worn and regularly laundered.</li> </ul> <p><b><u>Extent to which they control the risk:</u></b></p> <ul style="list-style-type: none"> <li>Operatives should be aware of the risks and work safely.</li> <li>Will ensure that a safe system of work is in operation.</li> <li>Reduces the risk of impact injury to operatives should vehicles enter the work area.</li> <li>Helps ensure work activities will not affect 3rd parties.</li> <li>Will help reduce the risk of 3rd party injury.</li> <li>Will reduce the risk of foot injury and increase the visibility of operatives to traffic as well as protecting operatives from adverse weather conditions.</li> <li>Ensures that PPE remains highly visible.</li> </ul>	2	2	4

Assessment Number	Risk Ranking			Persons Affected E, YP, CN, PB, VS	What is Already in Place Main Control Measures and Extent of Controls	Residual Risk Ranking		
	Probability (P)	Severity (S)	Significance (PxS)			New Probability (P)	New Severity (S)	Significance (PxS)
<b>3.</b>  <b>Hazard:</b> Operations which could present a hazard to the public and third parties. i.e. Demolition/traffic movement close to public footpaths  <b>Risk:</b> Injury to the public or third party	4	3	12	E, YP, PB, VS, CN	<b>Controls:</b> <ul style="list-style-type: none"> <li>• Site boundaries to be guarded using timber hoarding.</li> <li>• Warning notices to be displayed around site boundaries.</li> <li>• Induction training and PPE to be provided for all visitors to site.</li> <li>• Safe working practices to be employed.</li> <li>• Banksmen to be used for controlling traffic movements and to marshal pedestrian traffic when required.</li> <li>• Constant interface between the public/local residents as required.</li> </ul> <b><u>Extent to which they control the risk:</u></b> <ul style="list-style-type: none"> <li>• Will help prevent unauthorised access on to site.</li> <li>• Will warn people outside the site of the dangers within.</li> <li>• Will help protect the public from debris/dust.</li> <li>• Will inform of the dangers on site before gaining access, PPE will help prevent injury.</li> <li>• Will reduce likelihood of impact with member of the public.</li> <li>• Will help control the work sequence and allow for safer working practices.</li> <li>• Will help control and monitor the flow of pedestrian traffic.</li> </ul>	4	1	4

Assessment Number	Risk Ranking			Persons Affected E, YP, CN, PB, VS	What is Already in Place Main Control Measures and Extent of Controls	Residual Risk Ranking		
	Probability (P)	Severity (S)	Significance (PxS)			New Probability (P)	New Severity (S)	Significance (PxS)
<b>4.</b>  <b>Hazard:</b> Driving Whilst On Company Business.  <b>Risk:</b> Road traffic accident Falling asleep at the wheel Distracted whilst driving	4	5	20	F, YP, PB	<b>Controls:</b> <ul style="list-style-type: none"> <li>• Drivers are to check vehicles before use / keep them serviced and maintained as per manufacturer's recommendations.</li> <li>• Drivers are to comply with road traffic at all times.</li> <li>• Drivers are to report/fix all defects.</li> <li>• Drivers are to advise company of any medical or legal impediment to their driving license or any pending prosecutions.</li> <li>• Drivers are not to drive if they have consumed alcohol (be aware of the morning after effects of alcohol).</li> <li>• Be aware of any side effects of prescribed drugs and their effects on driving (ask the doctor).</li> <li>• Drivers are forbidden to make hand-held phone calls whilst driving.</li> </ul> <b><u>Extent to which they control the risk:</u></b> <ul style="list-style-type: none"> <li>• Reduces risk of mechanical failure.</li> <li>• Promotes defensive driving and road safety.</li> <li>• Highlights failings in vehicle and assists in maintaining mechanical safety.</li> <li>• Company policy - allows reassessment / allocation of driving responsibilities.</li> <li>• Helps to reduce the risk of road traffic accidents.</li> <li>• Helps minimize adverse effects on driving skills, alertness and coordination.</li> <li>• Helps minimize driver distraction.</li> </ul>	1	5	5

Assessment Number	Risk Ranking			Persons Affected E, YP, CN, PB, VS	What is Already in Place Main Control Measures and Extent of Controls	Residual Risk Ranking		
	Probability (P)	Severity (S)	Significance (PxS)			New Probability (P)	New Severity (S)	Significance (PxS)
<b>5.</b>  <b>Hazard:</b> Loading and Unloading of Roll On/Off Skip Handler  <b>Risk:</b> Crushing of personnel Tipping of vehicle Contact with overhead services Falling objects	4	5	20	E, CN, VS, PB, YP	<b>Controls:</b> <ul style="list-style-type: none"> <li>Clear area for joint length of truck and skip plus 3 metres.</li> <li>Ensure unnecessary personnel clear of work area.</li> <li>Truck in line with laden skip before loading.</li> <li>Ensure maximum sideways slope of 5 degrees.</li> <li>Position skips to be recovered away from overhead cables.</li> <li>Level loads prior to recovery.</li> <li>Loads to be sheeted.</li> <li>Operatives to wear head protection outside of cab.</li> <li>Use banksman when reversing.</li> </ul> <b>Extent to which they control the risk:</b> <ul style="list-style-type: none"> <li>An exclusion zone will keep persons away from falling objects / swinging load.</li> <li>Will keep persons away from falling objects / swinging load.</li> <li>Helps prevent skip from swinging.</li> <li>Reduces risk of vehicle overturning.</li> <li>Reduces risk of electrocution.</li> <li>Reduces risk of objects falling from skip.</li> <li>Reduces risk of objects falling from skip.</li> <li>Will help to protect against falling or flying debris.</li> <li>Helps to avoid collision with objects, vehicles and personnel.</li> </ul>	1	5	5
<b>6.</b>  <b>Hazard:</b> Vehicles visiting site  <b>Risk:</b> Possible physical injury, Collision.	3	5	15	E, YP, CN, PB, VS	<b>Controls:</b> <ul style="list-style-type: none"> <li>Provide adequate access with good visibility.</li> <li>All banks-men to wear orange hi-vis vests or jackets. Use existing access road and pedestrian routes.</li> <li>Lorry movements to be co-ordinated with the adjacent area that remains live-use agreed Traffic Movement Plan</li> <li>Lorry movements will be minimised during school drop off and pick up times.</li> </ul> <b>Extent to which they control the risk:</b> <ul style="list-style-type: none"> <li>Helps to avoid collision with objects, vehicles and personnel.</li> <li>Vehicle and plant operators are more likely to see and avoid site personnel.</li> <li>Reduces the risk of impact injury occurring.</li> <li>Will prevent road congestion and disruption during peak times.</li> </ul>	1	5	5

**DAILY REVIEW AND RISK ASSESSMENT – PART B**

*On each site and each location, the generic assessments must be reviewed to ensure that all significant hazards and their risks are identified and controlled. Completion of this section will ensure that the assessment is both appropriate and complete.*

Location		Date		Maximum number of people involved in activity:	
Assessment No	Any additional specific hazards identified		Additional control measures required		
Assessment of remaining risks: <i>Based on Risk Matrix</i>	Minor <input type="checkbox"/>	Moderate <input type="checkbox"/>	Serious <input type="checkbox"/>	Major <input type="checkbox"/>	Catastrophic <input type="checkbox"/>
Is residual risk level acceptable	Yes <input type="checkbox"/> No <input type="checkbox"/>	Any serious and imminent danger risks identified			Yes <input type="checkbox"/> No <input type="checkbox"/>
Is there any emergency action required to be taken		Name(s) of competent person(s) appointed to take the appropriate action			
		Principal Contractor			
		Sub-Contractor			
		Other			
Are there any foreseeable circumstances which will require an additional assessment					
<i>Review – The assessment will be reviewed as the work progresses and if there are any changes to working processes</i>					
Signed		Print Name		Date	
Circulation of Risk Assessment					
Contractor <input type="checkbox"/>	Site Copy <input type="checkbox"/>	Employees <input type="checkbox"/>	Subcontractor <input type="checkbox"/>	Other <input type="checkbox"/>	Client <input type="checkbox"/>



Risk Matrix – To be used to determine the degree of risk for each hazard i.e. 'how bad and how likely'						
0 = Impossible	Severity of Harm					
Probability of Harm	0 = No Injury/Affect	1 = Minor	2 = Moderate	3 = Serious	4 = Major	5 = Catastrophic
0 = Impossible	No Risk	No Risk	No Risk	No Risk		
1 = Improbable	No Risk	Low Risk	Low Risk	Low Risk	Low Risk	Low Risk
2 = Remote	No Risk	Low Risk	Low Risk	Moderate Risk	Moderate Risk	Moderate Risk
3 = Possible	No Risk	Low Risk	Moderate Risk	Moderate Risk	Substantial Risk	Substantial Risk
4 = Probable	No Risk	Moderate Risk	Moderate Risk	Substantial Risk	Substantial Risk	Extreme Risk
5 = Likely	No Risk	Moderate Risk	Moderate Risk	Substantial Risk	Extreme Risk	Extreme Risk

When the detailed control measures in place are adhered to, the risks above should be reduced to an acceptable level.

Probability Classification (P)	Severity Classification (S)	Degree of Risk (PxS)	Persons Affected
0 = Impossible	0 = No injury / affect	0 = No risk	E = Employee
1 = Improbable – Very low probability of such an event occurring.	1 = Minor – Minor accident, resulting in no injuries or lost time, little or no damage to property or the environment.	1 to 5 = Low Risk – ensures controls are adhered to and activity need not alter	CN = Other Contractors
2 = Remote – Would rarely occur.	2 = Moderate – Potential injury necessitating less than 3 days off work, damage to property or the environment requiring remedial work.	6 to 10 = Moderate Risk – tolerable, but efforts should be made to reduce the risk where cost effective and reasonably practicable.	VS = Visitors to Site
3 = Possible – May occur on occasions.	3 = Serious – Accident reportable under RIDDOR 95, serious damage to property or the environment.	11 to 15 = Substantial Risk – all practicable measures must be taken to reduce the level of risk, tolerable only where risk reduction is impracticable or disproportionate to the risk involved.	PB = Member of the Public
4 = Probable – Could occur frequently.	4 = Major – Accident resulting in serious or permanent injury, major or permanent damage to property or the environment.	16 -25 = Extreme Risk – Unacceptable except in extraordinary circumstances, all control measures must be taken regardless of cost.	YP = Young Person
5 = Likely – Very likely to happen unless activity prevented.	5 = Catastrophic – Accident resulting in death or severe disablement, destruction of property, irreversible damage to the environment.		

The risk assessments adhere to the current British Standards as follows:

<p><b>HEAD PROTECTION</b></p> <p><b>BS EN 397:</b> Specification for industrial safety helmets.</p> <p><b>EYE PROTECTION</b></p> <p><b>BS EN 166:</b> Specification for personal eye protection.</p> <p><b>BS EN 169:</b> Specification for filters used in eye protection for welding etc.</p> <p><b>prEN 175:</b> Equipment for eye &amp; face protection during welding/allied processes.</p> <p><b>EAR PROTECTION</b></p> <p><b>BS EN 352-1:</b> Specification for earmuffs.</p> <p><b>BS EN 352-2:</b> Specification for earplugs.</p> <p><b>prEN 352-3:</b> Specification for earmuffs attached to safety helmets.</p> <p><b>prEN 352-4:</b> Specification for level-dependent earmuffs.</p> <p><b>BS EN 458:</b> Selection, use, care &amp; maintenance of hearing protectors.</p> <p><b>RESPIRATORY PROTECTION</b></p> <p><b>BS EN 136:</b> Full face masks.</p> <p><b>BS EN 137:</b> Self-contained open-circuit compressed air.</p> <p><b>BS EN 140:</b> Half masks &amp; quarter masks.</p> <p><b>BS EN 149:</b> Filtering half-masks against particles.</p>	<p><b>HAND PROTECTION</b></p> <p><b>BS EN 420:</b> General requirements for gloves.</p> <p><b>BS EN 374:</b> Protective gloves against chemicals/ micro-organisms.</p> <p><b>BS EN 388:</b> Protective gloves against mechanical risks (abrasion, cutting, etc).</p> <p><b>BS EN 407:</b> Protective gloves against thermal risk (heat &amp;/or fire).</p> <p><b>prEN 12477:</b> Protective gloves for welders.</p> <p><b>GENERAL PROTECTION</b></p> <p><b>BS ENV 343:</b> Protection against foul weather.</p> <p><b>HEAT &amp; FLAME PROTECTION</b></p> <p><b>BS EN 470-1:</b> Protection clothing for use in welding, grinding and cutting.</p> <p><b>CHEMICAL PROTECTION</b></p> <p><b>BS EN 7184:</b> Selection, use and maintenance of chemical protective clothing.</p> <p><b>FOOT PROTECTION</b></p> <p><b>BS EN 345:</b> Specification for safety footwear for professional use</p>
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## 7. Further Recommendations

This Traffic management plan will need to be revised if there are any major changes to the size and type of machinery working on site or if there are any changes to any processes that may incur a significant rising of the level of risk from traffic and or traffic management.

Regardless of the above statement this Traffic management plan will be revised/reviewed regularly to ensure it is fit for purpose.

## Appendix A - Traffic Movement

The following 4 Number Phased Traffic Management Plans have been prepared to show the intended outline of the phased development of the work and how it affects the various Traffic Movements outside the site.

Phase 1:- This is the existing site condition. The footpath along St Pancras Way is still fully open and functioning and all deliveries are being brought onto site through Gates 1 and 2 with all leaving through Gate 2. This arrangement shall remain fully in place until 30<sup>th</sup> April 2015.



Phase 2: This stage sees the development of the New Welfare take place in Rochester Place. Pedestrian Access shall remain throughout as the Hoarding is erected. Meanwhile no changes are made to the current arrangements in St Pancras Way. This will be between 1<sup>st</sup> and 20<sup>th</sup> May 2015.

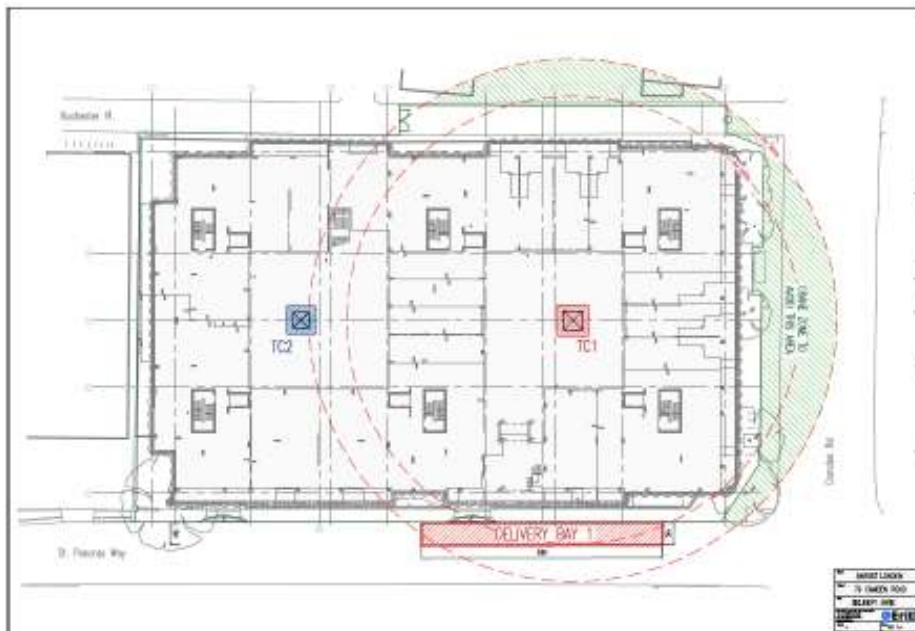


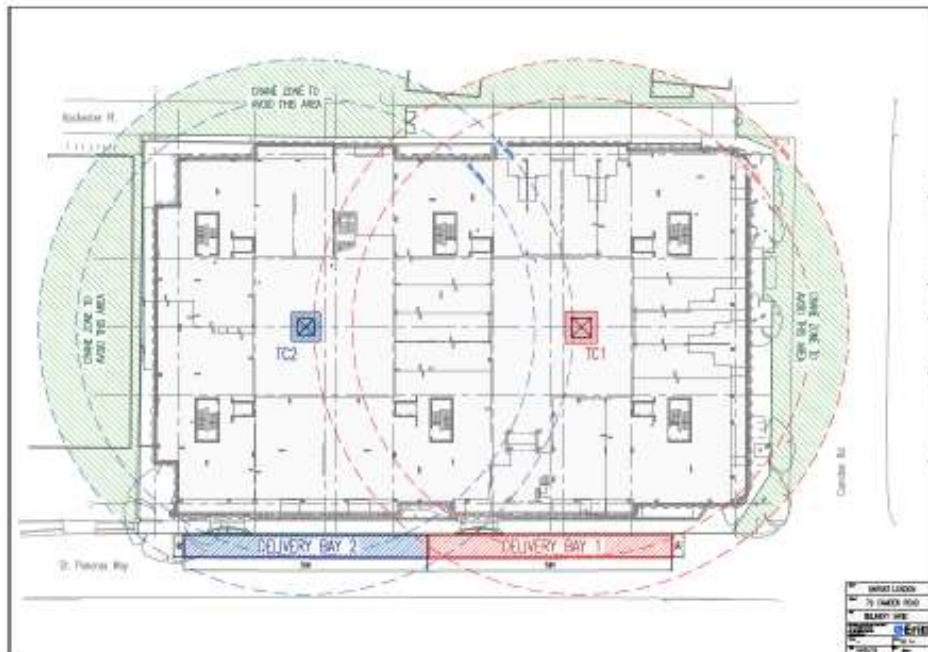
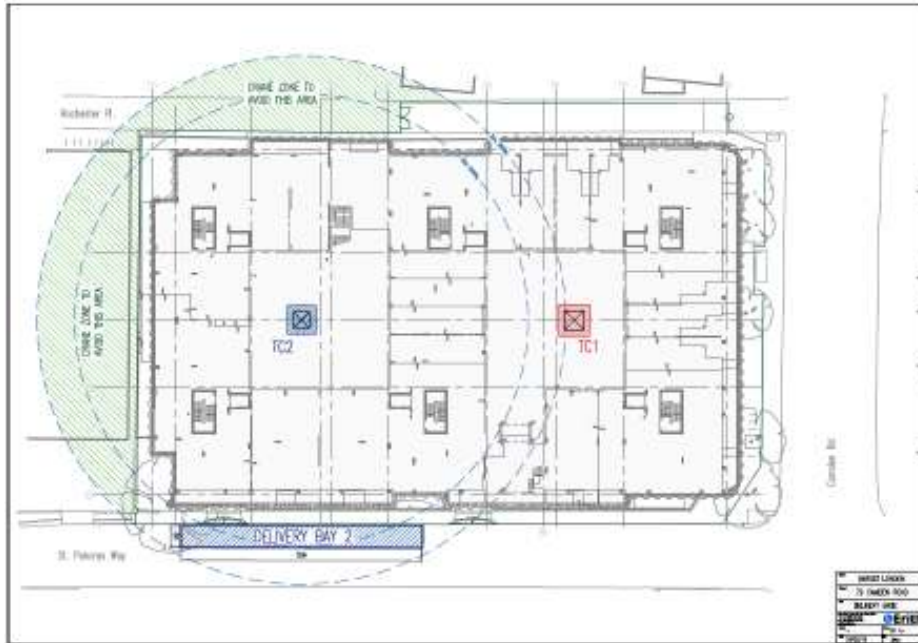
Phase 3:- With Rochester Welfare and Hoarding System fully established, the next stage sees the site develop the hoarding along St Pancras Way. The Footpath Closure is put in place (for further details see document above). Deliveries to site however are still brought onto the site through Gates 1 and 2. This will run from approx. 20<sup>th</sup> May through to approximately 1<sup>st</sup> September 2015.



Phase 4:- At this stage from early September 2015, there is no longer any access onto the site for Deliveries as the basement has now been excavated baring access for vehicles.

Deliveries through the use of Temporarily Suspended Bays. Each Bay shall only remain suspended for the duration of the actual delivery taking place, so this would lead to the potential options of just 1 or 2 bays temporarily suspended at any time. All deliveries at this stage are booked in advance.





## Appendix B - Sign Off Sheet for Site Personnel

Acknowledgement Sign Off Sheet			
Traffic Management Plan			
Site Name			
Record No:		Instructor:	
Attendees			
	Name	Signature <small>(I've been briefed and understand this traffic management plan and will not deviate from it)</small>	Date
1			
2			
3			
4			

5			
6			
7			
8			
9			
10			

Operative Feedback and Suggestions

**If you have any comments or ideas on safer methods of working then write them here and discuss them with the instructor**