

Project Number: EACDF023

Project Name: Moors at Arne

Project Location / Address: Arne Road, Wareham, BH20 5BQ.

**Part A – General Traffic and Logistics Considerations**

Revision No:	Date:
1.2	06/04/23

**1.0 – Construction Access Route**

All construction traffic is prohibited from accessing site from Soldier Road, West Lane or Nutcrack Lane, as shown in Appendix A-2 – HGV Diversion Route.

The speed limit is to be reduced to 20mph along the Construction Access route. The extent of this, is all of New Road and Arne Road up to Site Compound entrance, as shown in Appendix A-3 – Temporary Speed Reduction on Construction Access Route.

The speed limit reduction to 20mph also includes the approach to both compound entrances. This is shown in Appendix A-1 – Temporary Speed Reduction on Approach to Site Compound. Traffic Management signage warning road users of the construction site is also included in this TMP.

This plan and associated restrictions will be communicated and adhered to by the project team and entire supply chain.

All HGV construction traffic will enter & leave the construction site from a designed HGV site access. (See Appendices B-1, B-2 & B-3)

All staff & visitor LGV's will access the site compound from the LGV access point, as shown in Appendix C – Site Compound Layout. HGV delivery drivers arrive at a manned, gated, holding area off Arne Road, as shown in Appendix C.

No access to the site will be permitted via Bank Gate except for essential deliveries to be stored at the RSPB's Hyde Heath Barn. As shown in Appendix A-2 – HGV Diversion Route, signage will be set up directing construction traffic away from Wareham town centre.

Signage will be sized at 1050 x 750mm, mounted in standard quick fit frames.

**2.0 – Construction Vehicle Details**

Estimated number of HGV & LGV vehicle movements have not changed from those submitted in the planning application. A full breakdown of these can be viewed in 11.5.1.5 of the project's Environmental Statement.

In summary;

Year 1 – 1185 HGV's & 4202 LGV's

Year 2 – 1801 HGV's & 7200 LGV's

Year 3 – 834 HGV's & 8440 LGV's

These figures represent number of deliveries to site compound. All vehicles are expected to make one trip in and one trip out. Therefore, the number of vehicle movements are double those shown above.

It should be noted that these figures are a 'maximum possible' scenario.

It is envisaged that the number of HGV's delivering to site will peak at around 25 No. per day. Peak HGV traffic movements for the project will relate to both the Site Compound construction and Haul Road construction (See Section 3.0).

For all other dates in the main construction period (April 1<sup>st</sup> to October 31<sup>st</sup>), it is envisaged 5 to 10 HGV deliveries per day would be typical.

Between November 1<sup>st</sup> and March 31<sup>st</sup> it is envisaged that there would very few HGV deliveries during the whole period.

At peak times, it is envisaged that there will be 50 No. LGV's, commuting staff and labour to and from site. Arrival to site will typically be between 0700 and 0900hrs. Departure from site would typically be between 1700 and 1900hrs.

The vast majority of HGV movements for Year 1 relate to the importing of fill material, which will be delivered and placed by Andrew's Plant Hire. This is a local company, and will very likely utilise the same drivers to undertake the delivery route to site.

Kier Site Team will provide a face-to-face briefing of this Plan to these drivers. The familiarity of the route to these drivers will allow for a safer passage through the construction access route.

**3.0 – Programme & Timing of Deliveries**

The vast majority of vehicle movements, summarised in section 2.0, will be between the 1<sup>st</sup> April & 31<sup>st</sup> October for years 2 & 3, and late May to 31<sup>st</sup> October for Year 1.

Permitted working hours are between 0700 hrs and 1900 hrs, Monday to Saturday. Excepting staff vehicles arriving and leaving site, HGV's are anticipated to start arriving from 0730 – 0800 hrs. It is envisaged that there will be very few HGV deliveries arriving



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to site after 1600 hrs. There are no plans for HGV deliveries on Saturdays, however, there may be rare instances where this may be required. If known ahead of time, this will be communicated to local community.

It is envisaged that main construction works will commence towards end of May and currently programmed to be complete at end of 2025.

Please refer to Appendix D – Construction Programme and the summary below of known key dates for large volumes of construction traffic and or abnormal loads.

2023

- HGV deliveries – Imported aggregate for Site Compound construction – Approx. 200 No. deliveries – end-May, for approx. 2 week duration.
- Abnormal loads – Site welfare accommodation units – Approx. 15 No. deliveries – early June, over 1 week duration.
- HGV deliveries - Haul Road construction –Approx. 700 No. deliveries - mid-June to mid-October
- Abnormal loads – Furzebrook structure – Piling plant & materials – Approx. 10 No. deliveries - September / October

2024

- It is hoped that all embankment fill is sourced from borrow pits within the site boundary. However, there is a degree of uncertainty regarding the yields of borrow pits, that may present a material shortfall.
- Embankment construction, and therefore, the majority of HGV vehicle movements, will take place between April & October. The ‘maximum possible’ scenario would involve an average of 12 H.G.V.s arriving and departing per day.

2025

- Key construction activities for HGV traffic movements are lagoon bund works & impermeable core construction to embankments.
- Lagoon bund construction is programmed to take place between April & June 2025. Estimated no. of HGV deliveries is 8 per day.
- Impermeable core construction is programmed to take place between May & August 2025. The construction traffic involved with this activity will be cement / GGBFS deliveries (200 No.) into a silo, which would comprise an abnormal load.

As a minimum, this document will be revised for the preparation of each year’s works. Thus, providing a more accurate programme of works & traffic movements.

It should be noted that the construction programme will change over time, and the dates shown in this document and Appendix D will also change.

As a result, more frequent and shorter-term communications, led by Kier’s Public Liaison Officer will make known all periods of peak construction traffic activity and or abnormal loads, with appropriate notice given, to the following communication channels;

- Arne Parish notice boards, Arne Parish website, Dorset Coast Forum website project e-mail mailing list and specific direct communications as required.
- Deliveries to site, where feasible, will be outside the peak traffic times (Between 08.00 & 09.00 and 14.30 & 16.30).

**4.0 – Abnormal Loads**

A relatively small number of abnormal loads are expected to be delivered to site throughout the duration of the scheme. Typically, these would include the delivery of large items of plant, such as site cabins, large excavators and piling rigs.

An abnormal load is typically articulated transport. This mode of transport is too long to safely use the passing places sited along the construction access route. Because of this, a vehicular escort will be required, where the escort will direct any road users (vehicles, cyclists and pedestrians) to utilise the passing places, allowing safe passing of abnormal load.

As shown in Appendix G – Abnormal Load Escort Route to Site Compound, the abnormal load is to first arrive at Andrews Plant & Machinery Hire head office and plant yard. Upon arrival at Andrews plant yard, delivery driver to contact Site Team. An escort will meet the delivery vehicle, where a briefing will be given on the route to site.

The briefing will include communication of protected trees along the route and mitigation measures of driving at a slower driving speed passing the tree, with the goods vehicle driving on the right-hand side of the road where needed.

The location of the Passing Places will also be highlighted.

**5.0 – Contractor’s Arrangements (Site Compound)**

Please see Appendix C, showing Site Compound Layout.

As can be seen from Appendix C, the Site Compound is split into two distinct areas, each with its own entrance / exit;

- 1) HGV Area – All HGV deliveries / Bulk Material storage / Construction Plant.



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**2) LGV Area – Public / Visitors / Staff / LGV Deliveries**

There will be a physical barrier separating the two areas, with access onto the construction site controlled via Kier Site Offices.

The layout of the compound allows for adequate turning of both HGV's & LGV's (See Appendix C).

The design of the compound is for a pH neutral aggregate to be placed & compacted as a hardstanding, with designed falls in levels to allow surface water to drain North away from Arne Road.

All fuel / oil spillages will be managed in accordance with project CEMP (Pollution Prevention & Management - Section 4.11).

All HGV vehicles will be able to turn in either direction in the HGV Area, depending on load or as directed by banksman.

Waste materials are to be stored as shown in Appendix C.

**6.0 – Vehicle & Wheel Cleaning**

Vehicle cleaning & washing will be undertaken in accordance with Section 4.11 of C.E.M.P.

**7.0 – Maintaining Condition of New Road / Arne Road**

A pre-commencement survey will be undertaken with a representative of DC Highways of the construction access route (All of New Road & Arne Road up to the Site Compound entrance). Yearly inspections will follow thereafter.

However, a more proactive, day-to-day monitoring and maintenance regime will be in place upon commencement on site. This will include the maintenance of passing places and verge immediately adjacent to carriageway, where vehicles have run over the verge.

**8.0 - Routes for Material Movement**

All imported bulk materials arrive in the HGV area of the Site Compound.

If point of delivery is outside the Site Compound, and required on site, the delivery driver receives site briefing before entering.

All haul roads used for material / plant deliveries will have been fully constructed to Temporary Works design, and a Permit to Load issued for associated haul route.

Please see Appendix H, showing haul route configuration & satellite compound locations.

**9.0 – Role of Banksman / Gateman in Site Compound**

Each HGV delivery will arrive at the HGV entrance point to the Site Compound, where a Banksman is stationed.

Delivery ticket is checked, before allowing into Site Compound.

Banksman will direct Delivery Driver to correct materials storage area or as required.

Banksman will sign for delivery ticket, after confirming receipt of goods, and direct driver onto Arne Road.

As detailed in Section 10.0, the banksman situated in the Site Compound, during periods where fill material is imported, will stay in contact with the vehicle marshal on New Road.

**10.0 – Role of Traffic Marshall in New Road**

During periods of high HGV movements, which are currently limited to Site Compound hardstand construction and Haul Road construction, a traffic marshal will be located towards Southern end of New Road. The optimal location will be just South of passing place 3, near to the sharper corner of New Road.

The marshal shall be in radio contact with the banksman stationed in the site compound. The main aim of this communication is to avoid 2 HGV's meeting each other along the construction access route.

The marshal can also aid in directing road users on approach to the blind corner should any traffic be seen or heard to approach from opposite way.

A mobile welfare unit will be located in field adjacent to this location.

During periods of construction when fill material is not being imported, the traffic marshal will not be there.

The role of the marshal will be reviewed on a continual basis for effectiveness.

**11.0 – Local Considerations**

Majority of road users along Arne Road are related to the RSPB and residents of Ridge. Kier will provide notice of known periods of increased road activity to these stakeholders.

It is noted that there is a significant number of cyclists that use the Construction Access Route. Where possible, the location of temporary traffic signs will consider cyclists.

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Lookout Holiday Park has seasonal deliveries of mobile homes delivered to their site. Kier Site Team to liaise with the park to ensure no conflict takes place.

Camp Bestival is a locally situated music festival, taking place in 2023 from Thursday 27<sup>th</sup> to Sunday 30<sup>th</sup> July. Local traffic during those dates is extremely heavy. Site activities will be sequenced to minimise deliveries to site during these dates.

There are a large number of cyclists that use part or all of the construction access route. The revised Highway Code, Hierarchy of Road Users makes guidance for leaving 1.5m gap from cyclists. Both Arne Road and New Road are not wide enough to allow passing of HGV's over cyclists. All HGV drivers are to comply with the Highway Code in this respect.

Both New Road and Arne Road are used by pedestrians. The Highway Code guidance states that vehicles passing pedestrians on a shared space, which these roads are, should leave 2m of space between themselves and pedestrians. All drivers are reminded of this guidance. For non-escorted vehicles, drivers are expected to slow down or stop, allowing pedestrians to move to the verge, thus ensuring a 2m gap is kept when passing. Escorted vehicles will have an escort that will be able to proactively manage this.

Passing of horses are to be limited to 10 mph.

Kier will maintain the vegetation along the construction access route, ensuring pedestrians can safely step onto verge when vehicles are passing.

### 12.0 – Parking

LGV Parking has a capacity of 50 LGV's and is 'Reverse Parking Only'. There is an overflow parking capacity within the Site Compound should it be required.

No Construction Traffic will park in Sunnyside Car Park, on Arne Road or surrounding roads.

Holding positions (HGV Parking) in HGV Area for HGV's are to be as directed by Banksman.

### 13.0 – Pedestrian Movements in Compound

The Site Compound has been designed to include the following pedestrians;

- Site visitor or Staff (On foot / Bicycle / Car) – Prohibited from entering HGV Area by Banksman, but open access to LGV Area and Site Offices.
- HGV Deliveries – Entering HGV Area and needing to use Site Offices.

Appendix C shows how vehicles and pedestrians are to be segregated.

### 14.0 – Temporary Traffic Control Measures

As shown in Appendices A-1 & A-3, the speed limit along New Road and Arne Road, leading to the Site Compound entrance will be reduced to 20mph.

On occasion, the use of Stop / Go boards or Temporary Traffic Lights may be required to allow safe undertaking of localised tree works and the construction of the Site Compound entrance. Both operations will require this temporary traffic control for short durations. The advanced warning signage will be installed by a specialist TM contractor.

### 15.0 – Visitors & LGV Deliveries

All personnel alighting from LGV Area, will be signposted to reception along designated pedestrian walkways.

Kier Site Team to then direct as appropriate.

### 16.0 – Emergency Vehicle Access

At all times, whilst there are personnel on site, there will be clear access to both entrances to the site compound and along all in-use haul routes, allowing unimpeded emergency service access.

Should a construction vehicle break down along the construction access route, the driver is to contact the Kier Site team as soon as safe to do so. Kier Site team, where needed, will then mobilise traffic marshalls to stop further construction traffic entering the construction access route. Kier site team will also make contact with known delivery companies to hold deliveries until construction access route is cleared.

### 17.0 – Overhead & Underground Services

There are overhead electric cables in New Road. These are set at a height of 7-8m, so do not pose a risk to any envisaged construction traffic.

Construction of the Site Compound entrance will need to consider the protection of both Arne Water Company water mains and BT cables. Temporary Works Design and construction methods will ensure these assets are protected.

### 18.0 - Tree Protection



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As per scheme Tree Protection Plan, some treeworks are required in advance of construction works commencing. This is to avoid unplanned damage to trees and to improve visibility along construction access route.

There are a number of protected trees that line the construction access route, as shown in Appendix F.

It is not envisaged that any construction traffic will exceed the 5.2m clearance that is required as a minimum to maintain for tree limbs overhanging carriageway. The Site Team will monitor / survey the clearance that trees along the Construction Access Route provides throughout the year. If required, the Site Team will then arrange for any tree limbs that fall under this clearance height to be cut back.

Please also see Section 4.0 – Abnormal Loads, for escort and briefing arrangements relating to protecting trees along Construction Access Route.

#### 19.0 – Reference & Support Documentation

All temporary traffic management operations will conform to;

- Kier's Group Standard SHEMS-STD-GR-095 (Group Standard – Traffic Management Operations)
- Environment Agency SHEWCoP (June 2022)
- Arne Moors Tree Protection Plan

**Part B - Traffic Management and Logistics Plan**

Arrangement	Possible Risks	Who May Be Harmed	Risk (L, M, H)	Action required to reduce risk to an acceptable level	Briefing / Control Points
<p><b>Site Entrance and Exit</b></p> <p>Separate entrance(s) must be provided for LGV's &amp; HGV's.</p> <p>Adequate sight lines for vehicles.</p> <p>Signage and provision of information.</p> <p>Security and control of access.</p> <p>Additional controls to allow safe access and egress, e.g. Vehicle Marshal.</p>	<p>Vehicle striking pedestrians, other road users and property</p>	<p>Public All site personnel</p>	<p>Medium</p>	<p>Control vehicle movements via gateman/banksmen.</p> <p>Avoid reversing where possible.</p> <p>Ensure good visibility is maintained. (Appendix B)</p> <p>Ensure signage is in place. (Appendix A)</p> <p>Establish a separate segregated pedestrian access and position physical barriers. (Appendix C)</p> <p>Speed limit reduced to 20mph. (Appendix A)</p> <p>Communicate CTMP all suppliers and subcontractors.</p> <p>Briefing of traffic management controls in site induction.</p>	<p>TMP's, considered in appropriate RAMS, Temporary Works design of compound entrance, Site Inductions &amp; Sub-contractor procurement.</p>
<p><b>Parking Areas</b></p> <p>Separate worker parking, delivery areas and site vehicle parking.</p> <p>Temporary delivery vehicle parking / holding area by site entrance (how vehicles will manoeuvre safely if turned away from site).</p> <p>Safe pedestrian access from parking to offices, welfare facilities and workplaces.</p>	<p>Parking on local roads causing a nuisance</p> <p>Uncontrolled parking could cause issues to pedestrian traffic</p>	<p>All site personnel</p>	<p>Low</p>	<p>All delivery vehicles will be brought on to the site compound, avoiding the need to stay on the road. (Appendix C)</p> <p>Reverse parking only for LGV's.</p> <p>A safe, segregated pedestrian route from the car park to the welfare facilities and then out on to the site work areas will be maintained.</p>	<p>To be considered in appropriate RAMS, Site Inductions &amp; Sub-contract procurement.</p>
<p><b>Vehicle Pedestrian Segregation</b></p> <p>Vehicles and pedestrians must be segregated with physical barriers at all interfaces with traffic routes.</p>	<p>Vehicles striking pedestrians</p>	<p>All site personnel</p>	<p>Medium</p>	<p>Control vehicle movements via gateman/banksmen.</p> <p>Avoid reversing if at all possible.</p> <p>Ensure good visibility is maintained.</p> <p>Ensure signage is in place.</p> <p>Establish a separate segregated pedestrian access and position physical barriers. (Appendix C)</p>	<p>To be considered in appropriate RAMS, Site Inductions &amp; Sub-contract procurement.</p>



Arrangement	Possible Risks	Who May Be Harmed	Risk (L, M, H)	Action required to reduce risk to an acceptable level	Briefing / Control Points
<b>Eliminating / Minimising Reversing Vehicles</b>	Vehicles striking pedestrians	All site personnel	Medium	Control vehicle movements via gateman/banksmen. Avoid reversing if at all possible. Reverse Parking Only in LGV Area. Ensure good visibility is maintained. Ensure signage is in place. Communicate to all suppliers and subcontractors that reversing is prohibited unless controlled by banksman and all other site rules.	To be considered in appropriate RAMS, Site Inductions & Sub-contract procurement.
<b>Offices and Welfare Facilities</b> Locate away from primary site traffic routes.	Vehicles striking pedestrians	All site personnel Public	Low	Site compound to be positioned away from the site access and circulation routes. (Appendix C) Utilise barriers to segregate from vehicle movements.	To be considered in Site Compound design, Inductions & appropriate RAMS.
<b>Loading and Storage Areas</b> Loading and storage areas for HGV's to stay in HGV Area. Locate areas away from frequent pedestrian activity. Keep LGV's and HGV's apart.	Vehicles striking pedestrians	All site personnel	Medium	Trained & competent banksmen / vehicle marshalls.  All bulk materials stored in HGV area.	To be considered in appropriate RAMS, Inductions & Briefings.
<b>Vehicle Facilities</b> Locate vehicle washing areas and sheeting gantries off primary vehicle routes. Provide sheeting gantries for regular sheeting operations of similar vehicles.	Environmental impact through mud on the road and dust.	All site personnel	Low	Compound Hardstanding condition maintained. Ensure all materials in open tipper type lorries are sheeted to minimise dust. Road sweeper will be available to support the above measures if required. Vehicle & Wheel wash facilities on site if required. See Section 4.4 of project CEMP.	To be considered in subcontractor C.E.M.P., appropriate RAMS & Inductions.
<b>Interface with Public</b>	Vehicles striking pedestrians/public vehicles	Public	Medium	Restrict vehicle movements to site hours Control vehicle movements via gateman/banksmen/marshall. Ensure good visibility and adequate passing places. (Planning condition 20) Public Access is segregated from HGV Access. Establish a separate segregated pedestrian access and position physical barriers. As per Appendix A, speed limit is reduced to 20mph along Construction Access route.	To be considered in Compound Design & Inductions.

Arrangement	Possible Risks	Who May Be Harmed	Risk (L, M, H)	Action required to reduce risk to an acceptable level	Briefing / Control Points
<b>Interface with Emergency Services</b>	Disruption caused to day to day operations	All	Medium	Lines of communication to be established with the 'station operators' Road to be always checked and kept clear of traffic Roads to be closely monitored to ensure construction works are not having an impact on their cleanliness	To be considered in CPP.