

Contract C11600

Dunsbury Hill Farm, New Highway Development



Portsmouth
CITY COUNCIL



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VolkerFitzpatrick

Construction Logistics Management Plan

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Reference

C11600 – 11.1 – Construction Logistics Management Plan

Issue
-

APPROVAL

	Written by	Checked by	Authorised by
Name	C Duffy		
Job Title	Project Manager		
Date	15/01/2015		
Signature			

AMENDMENT RECORD

Revision	Date	Amendment
-	23/02/2015	First Issue for LPA planning conditions discharge

CIRCULATION

Copy No.	Issued to:	Location:
1	Master Electronic Copy	Workspace
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1.0 Contract Overview

1.1 Introduction

This Construction Logistics Management Plan has been developed to record and demonstrate how the VolkerFitzpatrick project team will control and manage the vehicle, pedestrian, plant movements around the Dunsbury Hill Farm Project. It also addresses how it will minimise the impact on the local road network and any potential disturbance to the local residents and neighbouring roundabout remodelling works further along the B2150. **This version has been prepared specifically to assist Portsmouth City Council in its discharge of pre commencement planning conditions A12 and A13 and as such may have sections that are noted as TBA, pending ongoing discussions. However these elements should not affect the discharge of the aforementioned planning conditions.**

The plan has also been developed to take into account all good practices from previous successful projects, all current legislations as well as Company health and safety processes. The VolkerFitzpatrick Project team will register with the Considerate Constructors Scheme and as part of this scheme the CCS Organisation monitor activities through regular audits. An important aspect of their remit is to ensure Contractors give the utmost consideration to their impact on neighbours and the public.

The Construction Logistics Management Plan will be executed in conjunction with the requirements of the Project Construction Phase Health & Safety Plan and Site Waste Management Plan

Sub-Contractors and all those on or accessing the VolkerFitzpatrick Construction site shall comply with the requirements of this Plan and breaches shall be addressed through a combination of methods; Informal means, formal issue of disciplinary notices and / or involvement of Sub-Contractor's senior management team. This will be covered in the site health, safety and environmental induction.

1.2 Project Description Scope of Works

The Dunsbury Hill Farm Link Road project is the construction of a link road to service a future business park development. It is approximately 1 mile long linking a new roundabout on Hulbert Road to the existing roundabout on Woolston Road in Leigh Park, with controlled access by a bus gate arrangement at that end.

As part of the road scheme there are several notable aspects that are included;

- Bulk earthworks
- Roundabout
- Bus stops
- Spur roads to serve future development
- Bridge over Hermitage Stream
- Cycle way and footways
- Landscaping
- Street lighting and signage
- Drainage; swales, SUDS, carrier drains
- Ducting and provision for statutory services

Separate to the road construction, the Hermitage Stream is to be realigned locally and attenuation ponds to be constructed

1.3 Contract Parties / Organisational Structure

Responsibility for Construction Logistics–related aspects will be held solely by VolkerFitzpatrick in its role as Principal Contractor. A dedicated TSCO (Traffic Safety and Control Officer) will work closely with the project logistics manager to ensure the interface with the public highway is maintained in a safe manner.

1.4 Roles and Responsibilities

The Principal Contractor, VolkerFitzpatrick, is responsible for the implementation of all elements described in this plan and is responsible for the execution of tasks contained within it.

As part of the project team there are several parties that have responsibilities under this plan and are as follows;

- Project Manager – Overall responsibility and accountability for safe execution of this Plan. He shall delegate responsibilities to those identified below and ensure they are competent to undertake the roles
- Sub Agent – Managing resources to ensure compliance with this Plan. This will require assessment of labour, plant and materials in line with allocated budget. Liaison with Hampshire County Council, Havant Borough Council, Highways Authority Area 3 and neighbouring project to agree acceptable performance during the works

His liaison with local highways authority will also to ensure that works on the public highway are suitably managed in accordance with the New Roads and Streetworks Act.

- Site Logistics Management – Day to day management of the Labour, Plant and Materials, including call off of these provisions, maintaining accurate daily diary, daily allocation sheets, and ensuring compliance with the Volker Fitzpatrick's health, safety and environmental HS&E systems and Processes in all respects.

Day to day liaison with security team and agreement of daily deliveries expected. Ongoing liaison with Council reps to ensure traffic flow is unaffected.

- Administrator – Responsible for the issue of parking passes to ensure there is no unsafe parking. Maintaining a register of all lockers used, and the daily collation of vehicle and people numbers on site.
- Security Supervisor – Control of every vehicle entering and exiting the facility. Prevent unauthorised entry (Vehicular or pedestrian) at the main entrance

2.0 Planning

The Construction Logistics Management Plan will be reviewed and updated as necessary through regular reviews and all changes will be communicated to all relevant suppliers. In addition changes will be discussed and agreed with all affected parties through regular logistics meetings.

Logistics relating to all aspects of the project are key to a successful delivery. This involves interface with numerous stakeholders, suppliers and sub-contractors and will be addressed in weekly look ahead and daily coordination meetings.

3.0 Site Entrance / Exit and Access Arrangements

The site is located off the B2150, Hulbert Road, Havant. It serves as a key route between the A3(M) motorway and Waterloooville, and the Leigh park Area. It is also a Diversion route for the Highways Agency in emergency situations on the A3(M). Use of this road is a mixture of Heavy Goods Vehicles (HGVs), private cars and light commercial vehicles and is very busy with peak traffic before 9am and after 4.30 pm during the working week.

The road currently has a national speed limit resulting in a potential passing speed of 60mph. A Temporary Traffic Regulation Order (TTRO) has been submitted to have this reduced to 40mph to safeguard road users and operatives working on the project because of the incline of the road as well as the narrow lanes than shall be implemented (Subject to the TTRO also). There is a need for clear succinct directional signage for all construction traffic entering and leaving the site as well as statutory advance warning signage and construction signage on the Highway to warn road users. Appendix A has the current Traffic Management Plans for the project. These will be developed in further detail and through ongoing liaison with the local highways authority.

This access shall also be the Emergency Access Point for the emergency services, should these be required. A communication shall be made to the emergency services to make them aware of the project in the event of emergency.

4.0 Traffic Interfaces

It should be noted that this aspect of the project is particularly important and close management should deliver the primary aim of ensuring that during the construction process, all efforts are made to minimise the impact of the activities on the local road network and disturbance of the local residents.

Reference should be made to Appendix B, illustrating measures to be implemented to provide suitable signage and access / egress of vehicles.

4.1 Construction Deliveries

A major aspect of any construction project is the associated increase in vehicular journeys to and from the development, particularly those involving HGVs and large delivery vehicles. Several controls shall be implemented to minimise disruption to the local residents and users of the surrounding areas.

A major concern is the additional traffic slowing down to access and egress the site. The TTRO will reduce this potential hazard providing sufficient sightlines and space for acceleration to join traffic. The reduced speed limit, advance warning signs, cones and construction signage will provide additional reason for the traffic to be aware and travel slower than normal.

During the Project supplier procurement process, it is intended to maximise the use of local labour and suppliers, thus reducing emissions as well as achieving our Corporate Responsibility objectives. Details on permitted routes to site shall be included within our procurement process to ensure all delivery drivers are aware of the correct routes. Hauliers' registration with FORS (Freight Operators Recognition Scheme) should be encouraged

Compliance of the site rules and adjoining road safety signage shall be monitored by VolkerFitzpatrick and, those suppliers not adhering to the permitted routes shall face sanctions including, but not limited to, warnings, fines and suspension or removal from site.

As well as the routes for approaching and exiting delivery vehicles, the scheduling of construction traffic will also have an impact on the local road network and local residents. The volume of construction deliveries is not significant enough to increase the traffic volumes to a limit where other road users could be affected. However, it is important that deliveries and visitors are directed off the public highway and into the site entrance with ease as this will reduce any potential impact frustrations or hold ups with the other road users. To that end, it is proposed to install very clear directional signage given at the site access. This shall include standard construction related signage and conspicuous project signage.

As part of the Construction Logistics Plan, all deliveries will be booked in with the security team the previous day having been assessed at the daily site planning meeting. At this meeting the number of deliveries will be reviewed to ensure that there are no periods with a high number of vehicles due around the same time as this could affect traffic flows on the B2150. Should this occur, the deliveries shall be directed to the next roundabout to return when the congestion has reduced.

4.2 Car Parking

Car Parking shall be provided within the Offices and welfare compound. It is anticipated that there will be a proportion of vehicle sharing by many of the site team and the VolkerFitzpatrick management team shall encourage and promote sustainable transport choices and public transport. Appendix B shows the car parking area allocated for phase 1.

Sub-contractors shall be made aware early in the procurement phase that car parking is limited for the first stages of construction, until the overflow area is made available. However the numbers of users are low until the overflow parking area is required.

The phase 1 car parking shall be at the front and the side of the Project Offices and this will be limited to between 15 and 20 vehicles (mixture of light goods vehicles and private cars) until an additional overflow

area in made available after approximately two months – See phasing in Appendix C. Parking spaces will be controlled by the use of parking permits issued by the site administrator and provides a tool to manage the number of cars / vehicles parking.

Overflow parking will be available at all times at the Asda car park approximately 1km from the site. A shuttle bus at specific times will be laid on to facilitate this, and in order to promote sustainable travel the shuttle bus will be available to collect personnel using public transport as several key bus routes stop or terminate at the Asda. Pedestrian access to the site from the Asda is not permitted owing to the lack of footpaths, street lighting and physical barrier from the traffic. This shall be made clear in the site induction and site rules

4.3 Internal Traffic and Pedestrian Routes

Within the site, routes will be set up to provide haul roads to key areas and work places on the site. Signage shall warn of site traffic and site traffic shall give way at all times to pedestrians using the designated crossing points. Pedestrians shall have dedicated routes separate from the vehicular routes.

Where possible site roads should be one way and provide a loop around the work areas. In some locations, two way traffic flow will be required to meet the project requirement, it will be managed and controlled by traffic marshals, “give and take” or automated traffic control depending on flow rates. One way traffic will minimize the need to reverse. In areas where reversing is required Site Supervisors must ensure that there are sufficient operatives available who have been trained and are competent to act as vehicle banksman. Vehicles SHALL NOT reverse without a banksman unless a safe system of work is in place and identified in the task related method statement and risk assessment. An example of this is bulk earthworks where no pedestrians are present and in fact physically excluded from the area.

4.4 Environmental and Other Provisions

Within the Site boundary there is a requirement for the storage of materials, some of which have potential to adversely affect the environment. In addition to this, a site that does not have allocated areas for laydown that are managed, can present hazards to the health and wellbeing of site personnel and potentially, members of the public. Hazardous materials are those designated COSHH materials under the Control of Substances Hazardous to Health Regulations 2002.

Due to the nature of this project (long and linear over some distance) it will be unfeasible to have a central compound for all materials and consumables. As such, and owing to the location being of ecological importance, all substances hazardous to health with a potential to either accidentally or maliciously be transmitted to the surrounding environment, shall be stored in suitably secured containers. These will be located at the site compound (security personnel present) and / or in suitable locked steel containers at up to two locations along the site route should the materials be required on a

regular basis and that transportation would pose more of a problem. Appendix D shows examples of the proprietary containers, bunding, spill trays and spill kits that shall be deployed at the project.

Also provided shall be environmental spill kits at the location of each item of diesel or petrol operated plant to ensure any spills are contained as quickly as possible. Static plant will have spill trays underneath to prevent any potential leak reaching the natural environment, and shall be regularly inspected.

In respect of materials that present no obvious harm to the environment, (ducting, pipework, plywood etc) these shall be stored and secured with locked fencing to prevent theft. Generally these materials shall be of low value to thieves, with items of particular cost stored at the compound with the site security. Similarly, any items that have potential to harm if used by unauthorised persons out of hours, these shall be secured under the watch of the security team at the site compound.

Reference should also be made to the Site Construction Environmental Management Plan (CEMP) that provides details of toolbox talks to prevent and deal with spills

Provision shall be made for dust suppression to damp down site roads as appropriate to prevent airborne dust nuisance.

VolkerFitzpatrick site team shall ensure that vehicles have clean wheels prior to exit from site. A combination of standard proprietary systems / methods shall be used as required to ensure that site roads and Hulbert Road are kept as clean as possible. A combination of proprietary wheel wash / manned jet washes and road sweepers will be deployed as necessary to ensure vehicles leaving site do not leave mud on the road.

The Logistics Manager shall inspect the site roads and pedestrian walkways daily to ensure there are no obstructions that will prevent the safe passage of vehicles and pedestrians. He shall also have a watching brief to ensure vehicles are following directions and the Main Driver Site Rules (See Appendix E).

In the lead up to and during cold weather, the Logistics Manager shall arrange for suitable gritting, and removal of snow from the vehicular and pedestrian access ways. As part of his role the Logistics Manager should closely monitor the weather forecast to ensure labour, plant and materials provisions are suitably deployed to prevent any incidents on site / delays to operations.

VolkerFitzpatrick traffic management signage associated with the construction works on the Hulbert Road and surrounding roads or in the site boundary will be regularly inspected and any damaged or displaced signs replaced promptly. Most importantly all signage must be clean, maintained, and remain visible at all times.

Lane closures shall be agreed with the local highways team

All walkways accessed in hours of darkness will have adequate lighting. The Logistics Manager is responsible for an energy efficient means of adhering to this requirement. It should be noted however

that the Environmental Impact Assessment and to comply with Natural England bat licences, artificial light should be kept to a minimum and at the very least directed away from the neighbouring woodland.

5.0 Training, Awareness and Competence

VolkerFitzpatrick seeks to ensure that all people working on site are competent to carry out their particular duties and tasks. Competence will be achieved through a combination of training and experience.

VolkerFitzpatrick on the Dunsbury Hill Farm Project shall expect, as a minimum, all personnel to have the CSCS accreditation to their relevant to their role or other accreditation from one of the schemes affiliated to the CSCS. Some examples are shown below;

- All crane operators to be CPCS certificated
- All slingers / signallers to be CPCS certificated
- All MEWP operators must hold either a CPCS card or an IPAF card.
- Persons, other than scaffolders, erecting mobile towers must hold a certificate demonstrating they have been trained to PASMA standards.
- All scaffolders to be appropriately certificated by CISRS scheme affiliated to CITB**

6.0 Communication

This Construction Logistics Management Plan shall be read and understood by all those personnel with roles and responsibilities contained herein (Refer to signature sheet at rear of the Plan). It will also be distributed to all relevant Stakeholders and other interested parties.

The logistics Drawing shall be posted in clear locations around site including the offices and canteen, Client Offices and at the Site entrance as well as issue to all involved in the project.

A community forum including representatives of the Client, the local community, Havant Borough Council, and those surrounding areas that the local Authority deem appropriate, to consider matters of community concern relating to noise, odour, site-related traffic, lorry routing and other amenity related matters for both the construction of the development will be held on a regular basis and will be attended by a senior VolkerFitzpatrick representative.

This will provide another opportunity to communicate updates on construction works to the public representatives. It is also proposed to issue a newsletter relating to the construction works available to the local community.

In addition, the issue of traffic routing and deliveries shall form part of every Health, Safety and Environmental meeting to address issues arising.

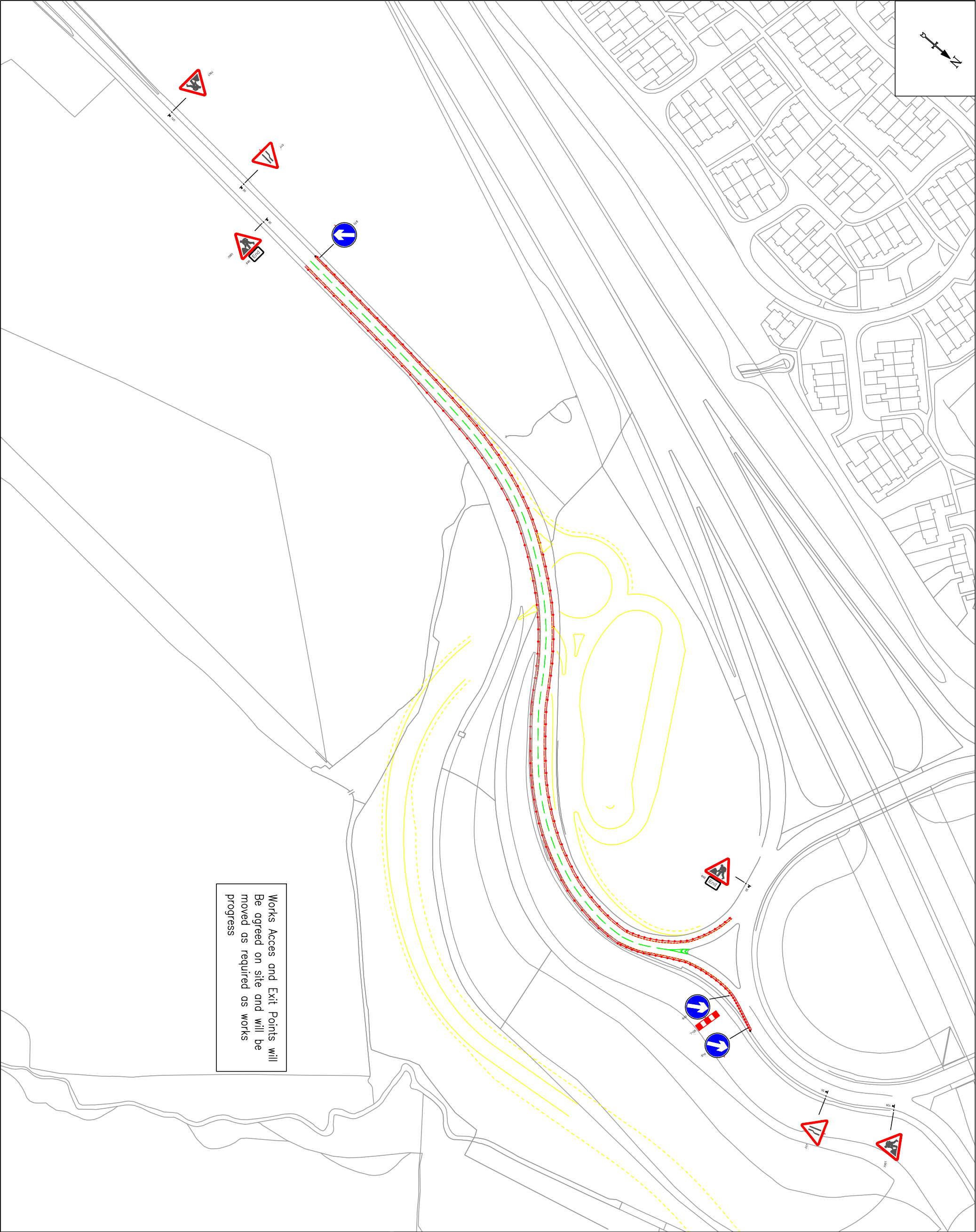
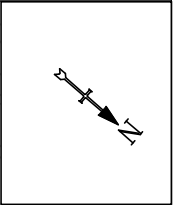
7.0

I have read and understood the contents of this document and where I am a duty holder mentioned, I will undertake my duties and inform the Project Manager if I feel I am unable to.

[illegible]

Appendix A

Traffic Management Plans



- NOTES:
1. All Traffic Management will be set out in accordance with the requirements of the Traffic Signs Manual, Chapter 6, 2009.
 2. All initial tapes and stepped tapers will be lighted with Backlit Squares, flashing lights and numbered cones used in the drawing refer to either the diagram numbers contained within the Traffic Signs Regulations and General Directions (TSRGD) 2002, OR TSRGD Regulation 53 signs contained in the key shown below.
 3. All Diversion signing will be fully installed before the closure is brought into effect.
 4. All sign frames will be secured with sand bags.
 5. Exact locations of signs are to be determined on site and will be positioned as to not obstruct any other sign, footpath or visibility.
 6. Sign Diagram 7001-3 "Workforce in road slow". Will be installed prior to the installation and removal of roadworks.

Key

1. Temp Road Markings
2. new Kerb lines and areas available for construction

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Colas Ltd accepts all responsibility for this proposed temporary traffic management layout. It is the responsibility of a suitably experienced and competent person from the Client to check and approve and accept prior to implementation. The Client must check to ensure all layouts comply with current regulations.

Revision	By	Checked/Approved	Date	Description

Client

Colas
Traffic Management

Unit A, Dunsbury Hill Farm, Dunsbury Hill, St Albans, Herts. SG8 5SD
Tel: 01763 446611 Fax: 01763 447266

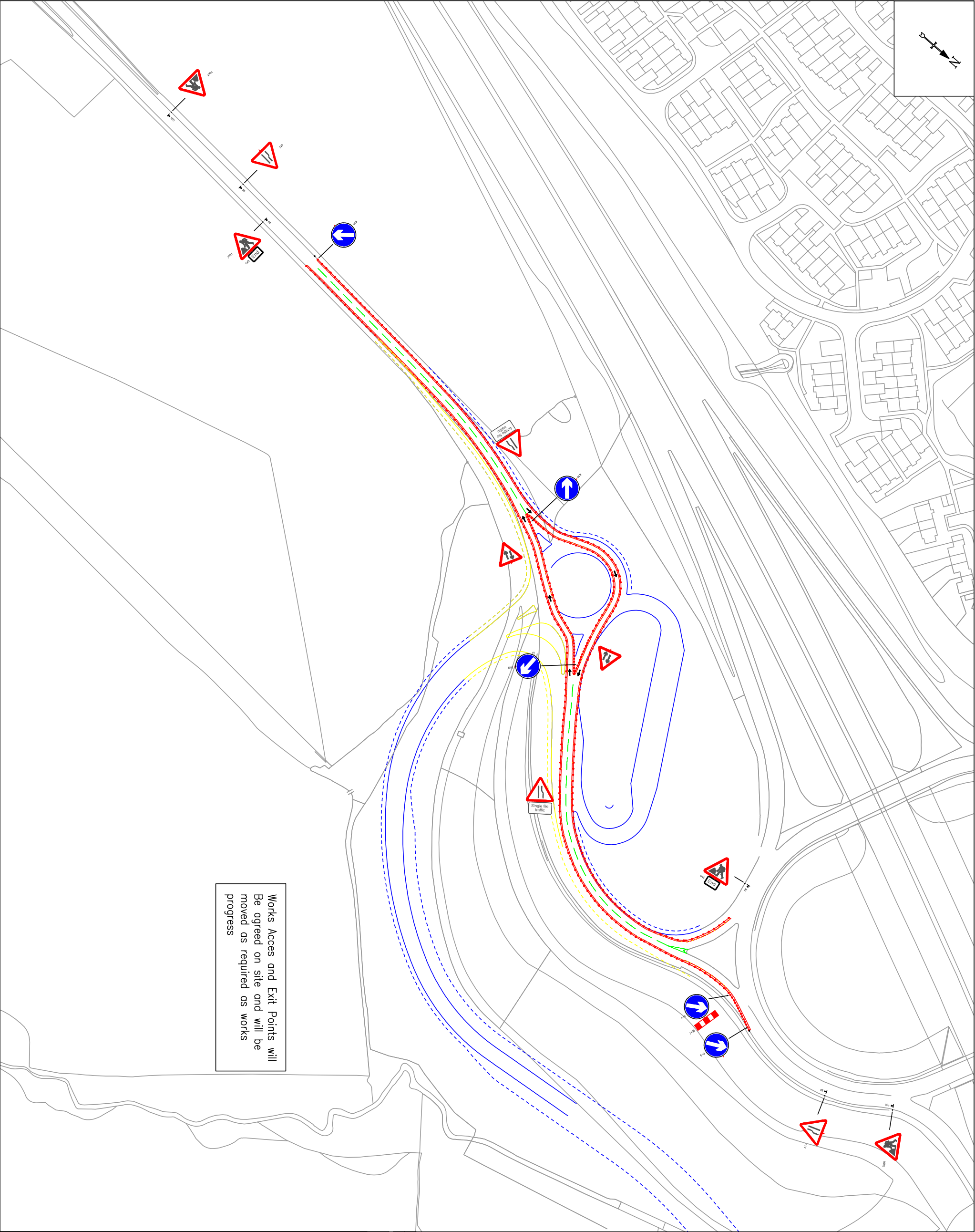
Project
Dunsbury Hill Farm
Junction Construction

Drawing
Traffic Management
Phase 1
2 way traffic on
Existing Road

Drawn by	AF	Date:	02/04/14
Checked by	KR	Date:	02/04/14
Authorised by		Date:	
Drawing No.	ColasTMDunsburyFarm/TM001	Revision	-
Drawing Scale:	NTS	Pkg Scale:	1:1

Do Not Scale From This Drawing

Sheet size A1



- NOTES:
1. All Traffic Management will be set out in accordance with the requirements of the Traffic signs Manual, Chapter 6, 2009.
 2. All initial tapers and sloped tapers will be highlighted with blackdi sequentially flashing lights.
 3. Any sign reference Numbers used in this drawing refer to either the diagram numbers contained within the Traffic Signs Regulations and General Directions (TSRGD) 2002, OR TSRGD Regulation 53 signs contained in the key shown below.
 4. All Diversion signing will be fully installed before the closure is brought into effect.
 5. All sign frames will be secured with sand bags.
 6. Exact locations of signs are to be determined on site and will be posted as soon as possible.
 7. Sign Diagram 7001.3 "Workarea in and slow" will be installed prior to the installation and removal of roadworks.

Key

1. Temp Road Markings
2. New Kerb lines and areas available for construction
3. Completed construction.

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It is the responsibility of a suitably experienced and competent person from the Client to check and approve and accept prior to implementation.

This Client must check to ensure all layouts comply with current regulations.

Revised	By	Checked/Approved	Date	Description

Client



Unit A, Dunsbury Farm Industrial Estate, Dunsbury Road, Swindon Wiltshire SN1 2BD

Tel: 01753 446011 Fax: 01753 447426

Project

Dunsbury Hill Farm
Junction Construction

Drawing

Traffic Management
Phase 2
2 way traffic on
New Roundabout

Drawn by: AF Date: 04/04/14

Checked by: KR Date: 04/04/14

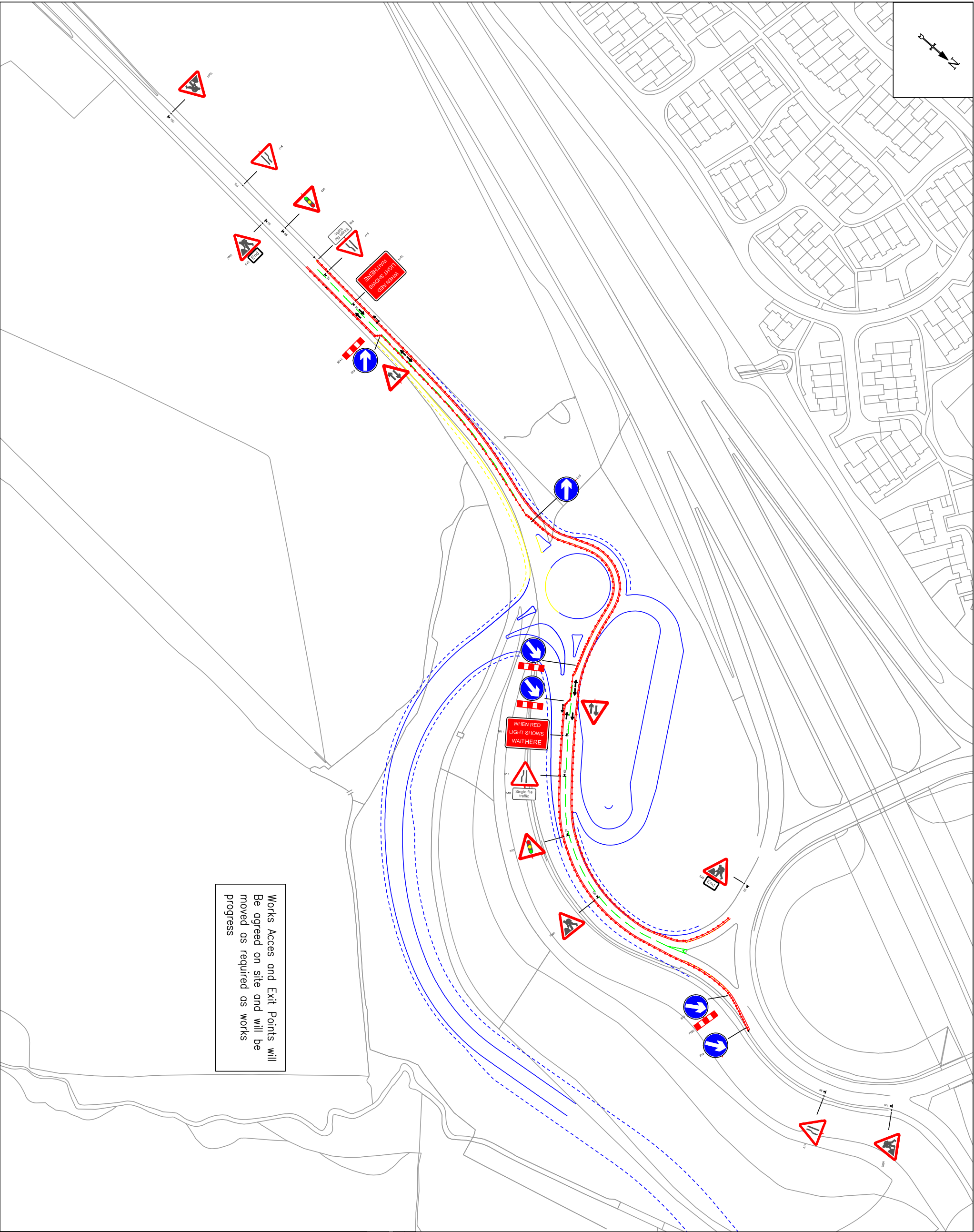
Authorised by: Date: Revision

Colas TM/Dunsbury Farm/TM/002

Drawing Scale: NTS Plot Scale: 1:1

Do Not Scale From This Drawing

Sheet size A1



- NOTES:
1. All Traffic Management will be set out in accordance with the requirements of the Traffic signs Manual, Chapter 6, 2009.
 2. All initial tapers and tapered tapers will be highlighted with beaded sequentially flashing lights.
 3. Any sign reference numbers used in this drawing refer to either the diagram numbers contained within the Traffic Signs Regulations and General Directions (TSRGD) 2002, OR TSRGD Regulation 53 signs contained in the key shown below.
 4. All Diversion signing will be fully installed before the closure is brought into effect.
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Key

1. Temp Road Markings
2. New Kerb lines and areas available for construction
3. Completed construction.

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Colas Ltd accepts all responsibility for this proposed temporary traffic management layout.

It is the responsibility of a suitably experienced and competent person from the Client to check and approve and accept prior to implementation.

This Client must check to ensure all layouts comply with current regulations.

Revised	By	Checked/Approved	Date	Description

Client



Unit A, Dunsbury Farm Industrial Estate, Dunsbury Road, Sleaford LE15 3BD

Tel: 01533 446011 Fax: 01533 447425

Project

Dunsbury Hill Farm
Junction Construction

Drawing

Traffic Management
Phase 3
2 way traffic signals on
New Roundabout

Drawn by: AF Date: 04/04/14

Checked by: KR Date: 04/04/14

Authorised by: Date: Revision

Colas TM/Dunsbury Farm/TM/003

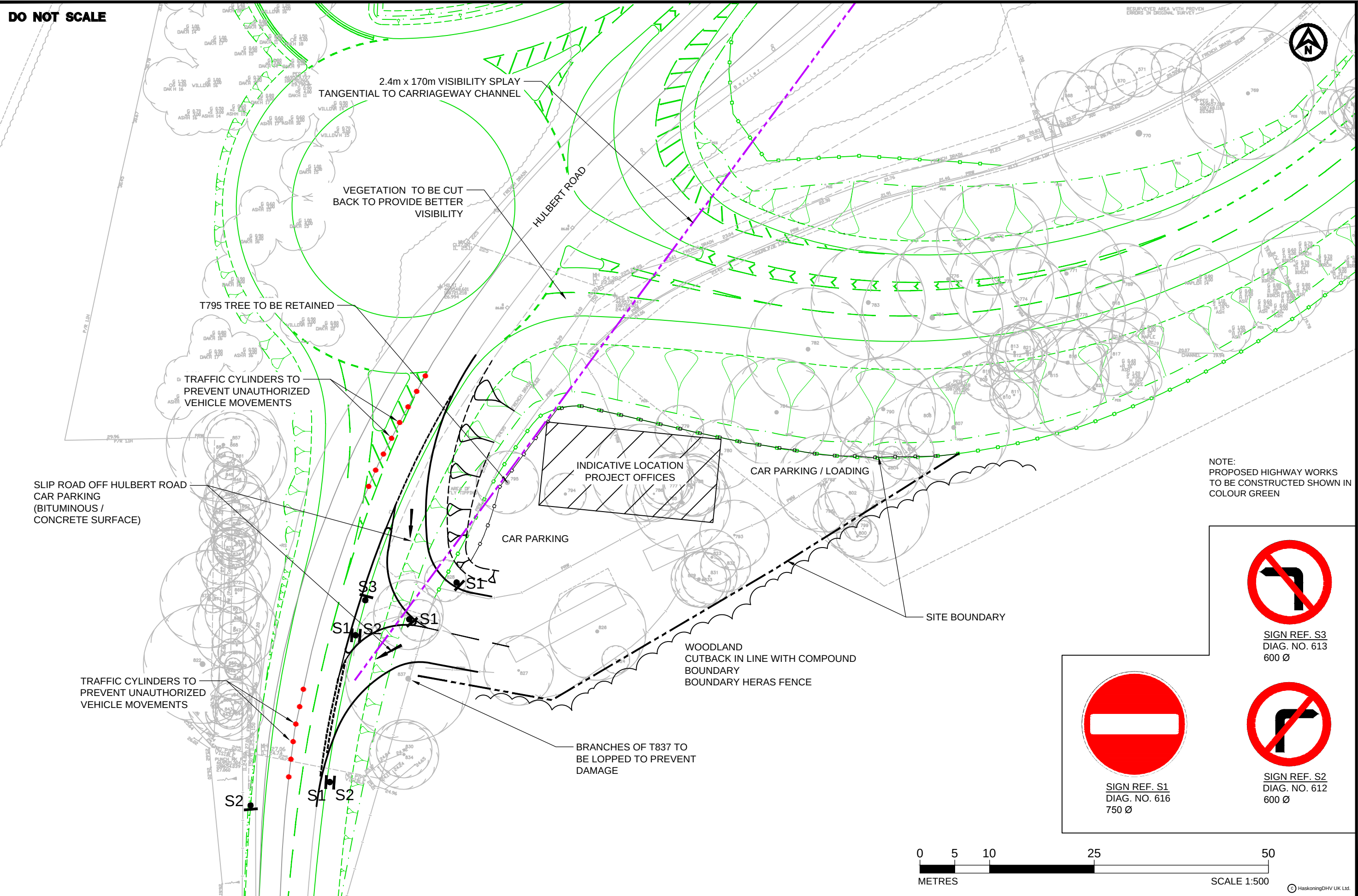
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Appendix B

Site Compound and Interface Arrangements with Hulbert Road

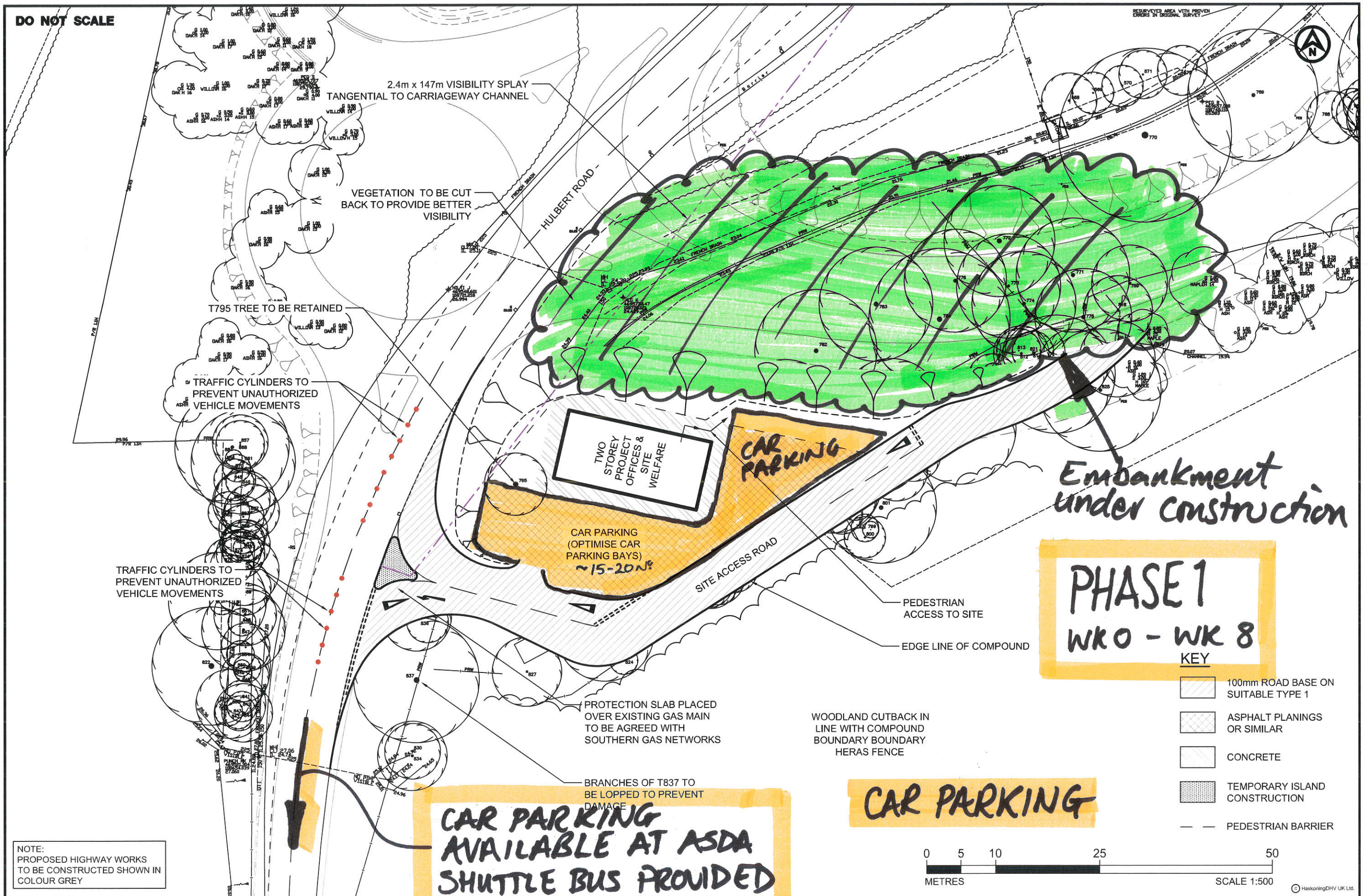


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PROPOSED COMPOUND & ACCESS / EGRESS SLIP ROADS	DUNSBURY HILL FARM NEW HIGHWAY DEVELOPMENT		DRAWN	NKS	CHECKED	SRT	PASSED SRT	
			AUTOCAD REF. PB2348-SK-23.DWG	DRG No.	PB2348-SK-23		REV	P1

Appendix C

Car Parking Arrangements - Phased

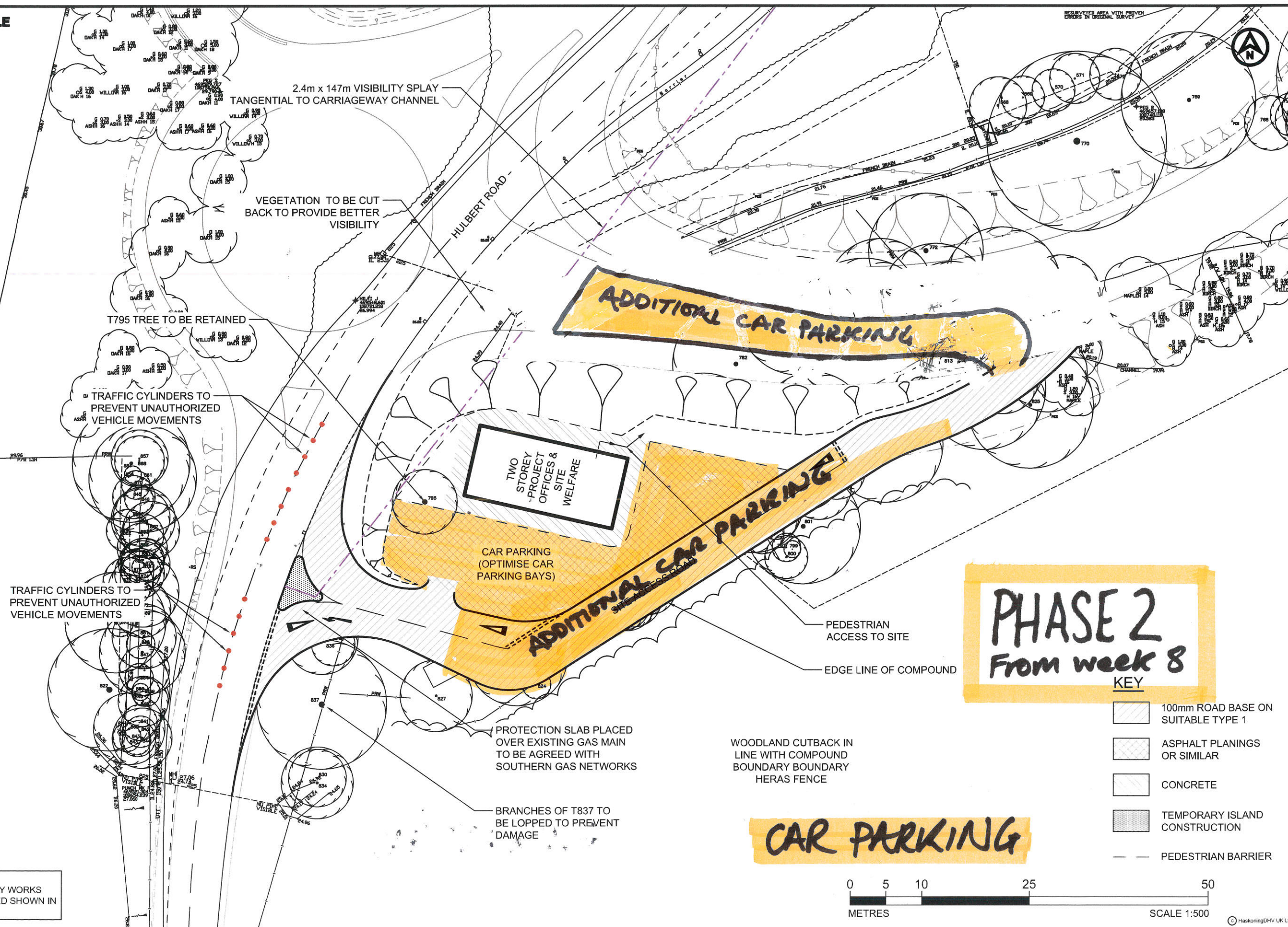
DO NOT SCALE



NOTE:
PROPOSED HIGHWAY WORKS
TO BE CONSTRUCTED SHOWN IN
COLOUR GREY

TITLE	PROJECT	JOB No.			DATE	SCALE
PROPOSED COMPOUND & ACCESS / EGRESS SLIP ROADS	DUNSBURY HILL FARM NEW HIGHWAY DEVELOPMENT	PB2348			JAN 15	1:500
		DRAWN			CHECKED	PASSED
		PK			SRT	SRT
		AUTOCAD REF.			DRG No.	REV
		PB2348-SK-39.DWG			PB2348-SK-39	P1

DO NOT SCALE



NOTE:
PROPOSED HIGHWAY WORKS
TO BE CONSTRUCTED SHOWN IN
COLOUR GREY

TITLE
PROPOSED COMPOUND
& ACCESS / EGRESS SLIP ROADS

PROJECT
DUNSBUURY HILL FARM
NEW HIGHWAY DEVELOPMENT

Royal
HaskoningDHV
Enhancing Society Together

JOB No.
PB2348

DATE
JAN 15

SCALE
1:500

DRAWN
PK

CHECKED
SRT

PASSED
SRT

AUTOCAD REF.
PB2348-SK-39.DWG

DRG No.
PB2348-SK-39

REV
P1

Appendix D

Safe and Environmentally Friendly Material Storage

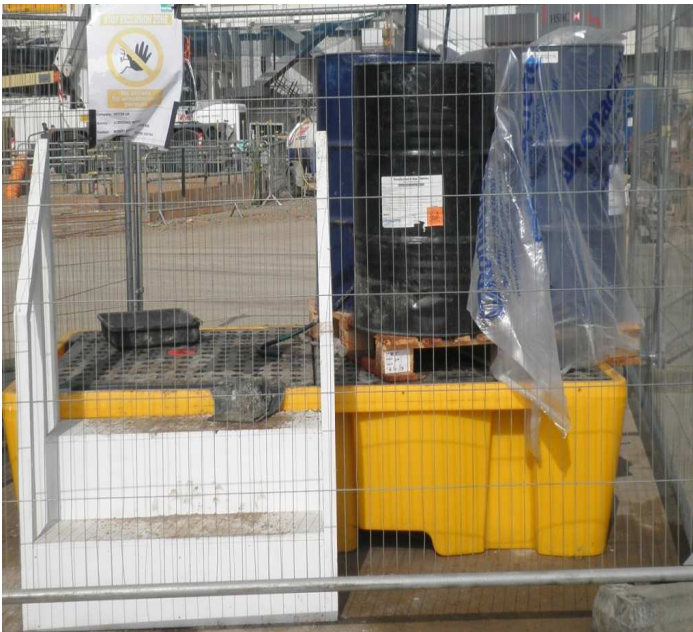
GOOD PRACTICE



“COSHH Cages” – For secure storage of hazardous materials



Steel Containers – For secure storage of materials



Bunding / Spill trays – For capture of any hazardous spillages





“Spill Kits” – For reactive containment of any accidental spillages – personnel must be trained in use for effective deployment



Appendix E

Drivers' Site Rules



Seat belts to be worn



Obey speed limit



No hand held mobile phones while driving



No smoking



**Do not exit wagon while on site
(unless escorted & full PPE)**



**No reversing without
a banksman**



**No passengers or pets allowed
in vehicles on site**



**Follow traffic marshal
direction**



**Give way
to pedestrians**



**Do not access back of trailers
without edge protection fall
prevention**