



TM01 Traffic Management Plan

SCOLPAIG SPACEPORT - CNES

1.0	Project Details	TM Number	01
Project:	Scolpaig Spaceport	Date:	24/10/2024
Site Location:	Scolpaig Farm, Isle of North Uist		
Task/Description of Works:	Traffic Management		
Project Code:			
Client:	CNES		
Start on Site Date:	18/11/2024		
Duration:	Ongoing throughout project		

2.0	Associated Documents
Daily Briefing	MAL-IMS-014 Permit to dig
MAL-IMS-020 MSRA Sign Off Sheet	Road notice
MSRA04 Trial Holes	MSRA03 Deliveries to site

3.0	PPE
Safety helmet - BS EN397:20012+A:2012	Safety Glasses - BS EN 166:2002
Safety Footwear - BS EN ISO 20346:2014	Gloves - BS EN420:2003+A1:2009
Reflective Clothing - BS EN ISO 20471:2013	Ear Protection - BS EN352:2002
Fire Resistant PPE - BS EN11612	

4.0	Plant and Equipment	
Excavator	Signs	Barriers
Delivery Truck	Cones	Signs
Bunded Fuel Bowser	Traffic Signals	Road brush

5.0	Training
SMSTS	Fire Marshall
CPCS/NPORS CSCS	First Aid
Manual Handling	New Roads and Street Works
EUSR level 1&2	

6.0	Personnel	
Site Manager	Plant Operator	General Operatives
HGV Delivery Drivers		

7.0	Emergency Arrangements
All MAL emergency arrangements MUST be followed.	
Emergency route briefed to all personnel and available on site.	
First aiders and first aid provisions to be available on site at all times.	
Fire marshal to be on site at all times.	
Fire extinguishers on site to have valid inspection date.	
Spill response plan to be in place and briefed to all personnel.	

8.0 Site Contact Details

Name and Contact Number	Role
MacAulay Askernish LTD – 01878 700278	Principal Contractor

9.0 Method of Works

Traffic Control Installation

Local Authority roads department must have been contacted and made aware of works being conducted.

This scope of works compromises the Installation/Removal of Traffic control systems. The sequence of Installation will be as follows:

- Appropriate signage erected to cover works area.
- Coning placed then implemented to guard work area.
- Safety zones installed.
- Access/egress points constructed (if applicable).
- Site management advised that site is ready for them to commence work.

All signs and cones used to be 750mm high and in compliance with Chapter 8 of the New Roads and Street Works Act 1991.

When in use, all signs will be secured with sandbags and/or approved sign straps. Guidelines for the minimum quantity of sandbags to be placed on a sign frame are as listed below. This information is based on fair weather conditions, additional ballast should be sought should weather conditions change.

Description	Minimum Quantity of Sandbags Required
750mm Triangle	2
750mm Square	2
1050 x 750mm Rectangle	2*
1050 x 450mm Rectangle	2
800 x 900mm Rectangle	2*

*If frame only has one lower bar, 1 sandbag will be sufficient.

- Under no circumstances are signs to be propped against any structure without being adequately secured.
- Frame legs should always be placed in the direction of the traffic flow.
- All signs will ideally be erected a minimum of 0.45m away from the trafficked carriageway edge. When signs are mounted on street furniture above a public right of way from the bottom of the sign plate to the ground will be not less than 2.1m

A minimum of 1m safety zone must be maintained between the works and traffic flow by utilising cones and pedestrian barriers. The barriers and cones must have HI-VIZ materials/stickers attached to them.

The Details of this traffic management plan will be briefed to all site personnel.

Traffic Control Removal

On completion of the works the traffic controls will be removed from the carriageway and all excess materials/equipment will be removed from site.

The sequence of Removal will be as follows:

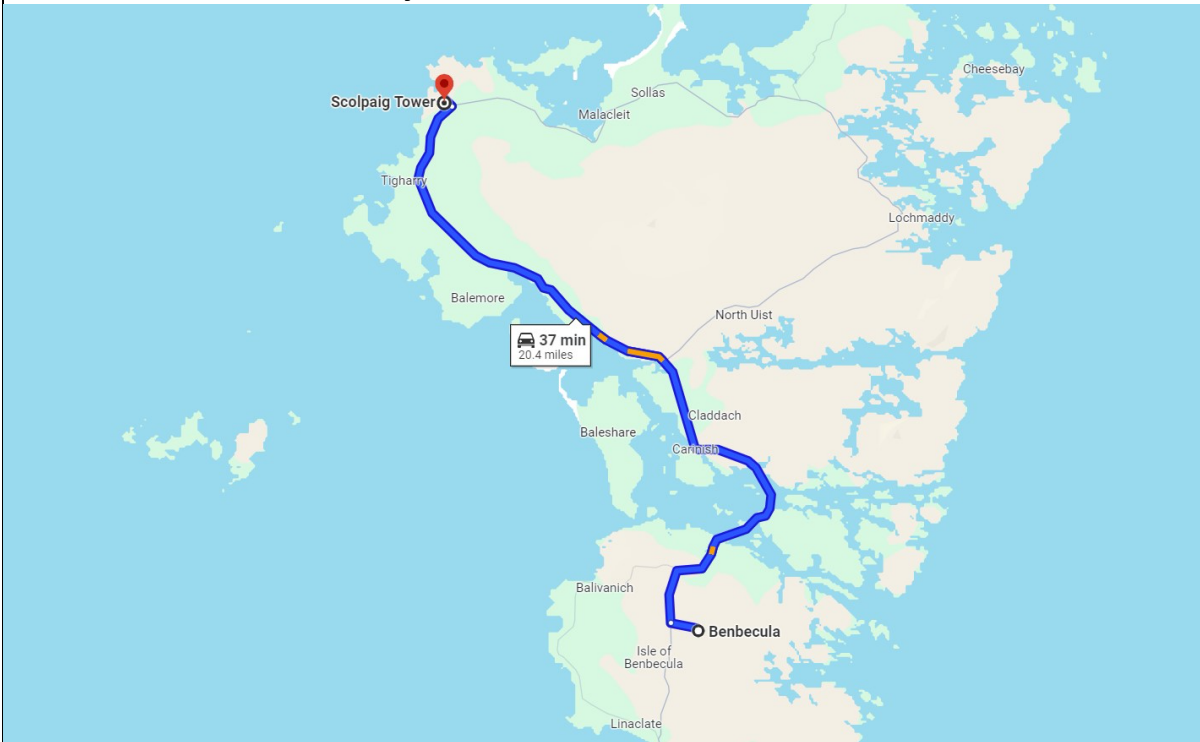
- Work area checked to ensure closure is safe to remove.
- Access/Egress points dismantled (if applicable)
- Safety Zones removed.
- Closure walked off the carriageway, Traffic Signal operations removed.
- Closure and advance signage collected.

When removing advance signage, vehicles must always be facing/travelling in the direction of the flow of traffic. It is not acceptable to position vehicles facing the wrong way on any carriageway nor is it acceptable to cross live lanes unnecessarily.

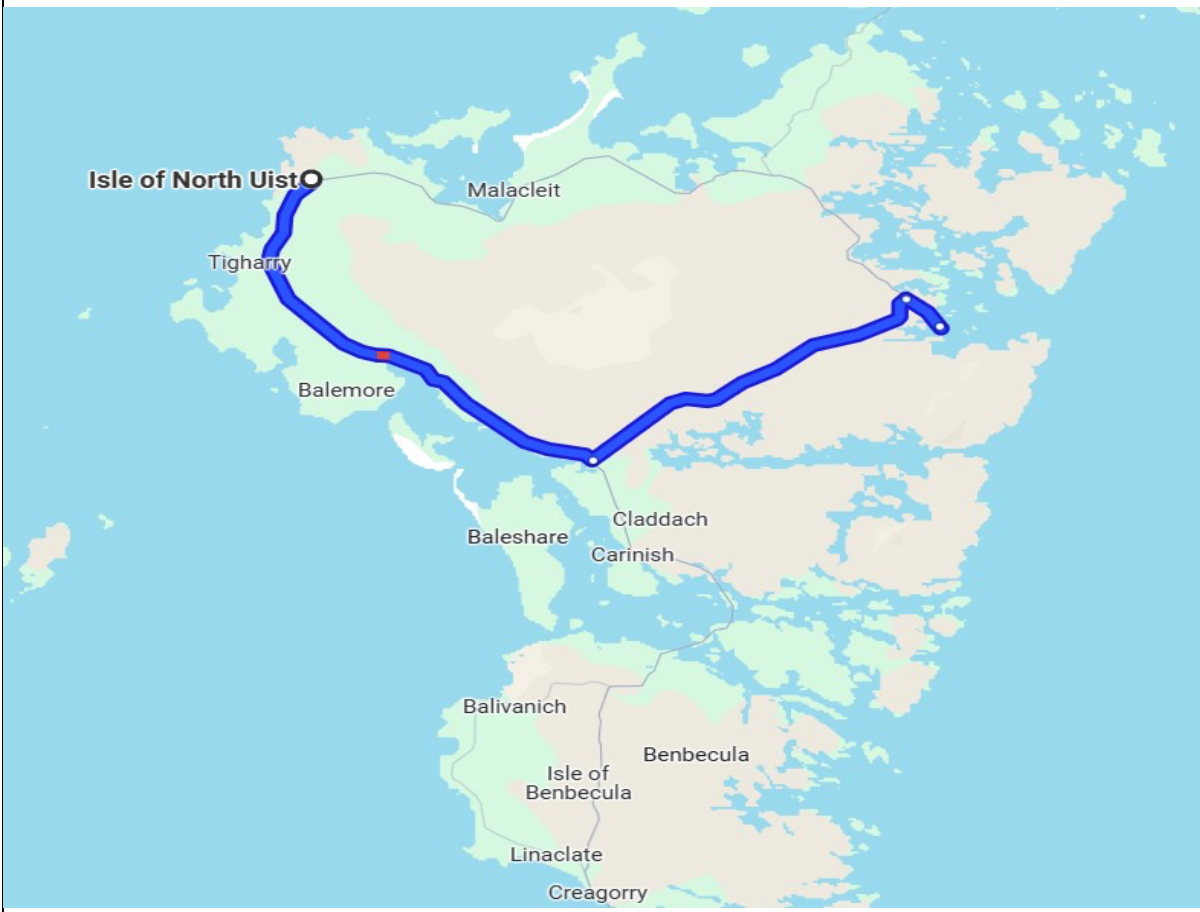
Traffic Signage



Traffic Route from Quarry for All Deliveries



Traffic Route from Ferry



All personnel to be briefed on MSRA03 Deliveries to Site**Road Deliveries**

Deliveries by road will be minimised where practicable. No deliveries will be accepted after 6pm or before 8am, unless there are exceptional circumstances and prior arrangements in place.

All road deliveries will be through North Uist from Market Stance Quarry in Benbecula or the ferry in Lochmaddy.

All vehicle access/egress will be from the south of the site via the Clachan - Baile Mhartainn route. If drivers are not local, it will be ensured that they are made aware of the specific requirements of driving on single track roads.

Drivers regularly delivering to the site will undertake a driver briefing, reminding them of their duties to comply with all road traffic laws and rules. It shall also highlight any particular hazards or sensitivities on their route including the school timetables and ferry departure/arrival times. Where practicable deliveries during these times of high traffic volume through the area should be avoided. Bus stops will also be highlighted along with the time of the school buses, when extra care should be taken as children may be in the vicinity, getting on/off the school bus.

During construction, **convoying of vehicles will not be permitted**. All delivery/construction vehicles will be briefed prior to works commencing with regular monitoring of vehicle movements taking place throughout the project.

Arrangements will be made with suppliers to ensure that vehicles do not all leave the starting point at the same time with a minimum of 20min delay between loads. Vehicles leaving site will have their departures staggered. There will be onsite parking for 2 lorries at all times, which will accommodate lorries off the main road. No delivery vehicles are to block through traffic at any times during the contract, with all deliveries to be conducted within the site boundaries, off the main road. When works at the site entrance are being conducted, an access through the works will be maintained to allow delivery vehicles to reverse off the main road into the site for offloading.

Delivery vehicles will arrive at site and reverse into the stockpile, guided by a qualified banksman. (See sketch below)



All potentially dusty deliveries will be covered in line with the Dust Management Plan. In addition, aggregate vehicles will have their wheels checked to ensure that there are no rocks or stones caught in their tyres or between their wheels which could come out while travelling, giving rise to a hazard. MAL have brush attachments that fit site excavators that will be utilised to clean/clear the road at the bell mouth/site entrance periodically.

Volume of Traffic

Throughout the project there will be construction traffic. HGV’s and LGV’s will both be travelling along approved routes. The table below shows the anticipated weekly volume of traffic for the duration of the works:

Vehicle Type	Vehicle Journeys Per Week (one way only)
HGV	100
LGV	75

Construction Workers

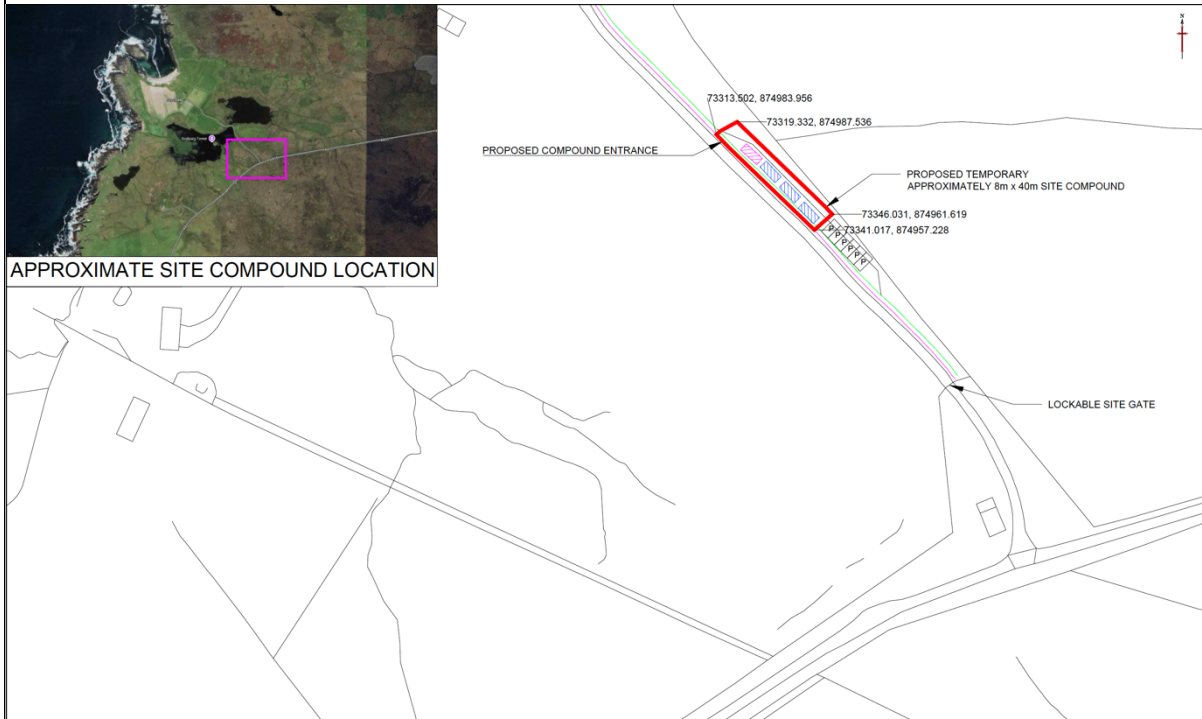
Construction workers travelling to the construction site will be encouraged to walk, cycle or carshare so as to minimise road movements and need for parking spaces. Workers will be reminded of their need to comply with all the laws and rules of the road, including speed limits and not using mobiles phones while driving.

If workers are not local, it will be ensured that drivers are aware of the specific requirements of driving on single track roads, including the need to pull in to allow overtaking.

Parking spaces for the construction workers will be provided in the construction compound with no construction vehicles authorised to park out with the site compound/approved parking bays. All construction workers (including HGV delivery drivers) must adhere to the highway code at all

times when using the public road network and follow all speed limits. On site there will be a strict maximum **10mph** speed limit applied throughout the contract.

Construction Vehicle Parking



Road Condition Report

Prior to construction commencing, MAL will conduct a survey of the traffic routes to record the condition of the roads. This will be filed and a second survey conducted post construction to evaluate any damage caused by the construction works with any repairs required completed in co-operation with CNES.

During construction, weekly visual surveys will be completed of the routes with any critical repairs completed as and when required. CNES will be notified of any repairs needing to be conducted prior to commencement.

11.0 Risk Assessment									
Task	Hazards	Persons Affected	L	S	R	Controls/ Mitigations	L	S	R
Preparation	Site Hazards, Traffic	Site Operatives	3	4	12	<ul style="list-style-type: none"> All personnel to receive site induction from All personnel to sign in/out from site daily. All personnel involved in task briefed on MSRA related to task and sign as recognition of reading and understanding. Personnel to hold recognised qualification in related subject as task being conducted with copies held in site office and checked for validity. 	1	4	4
	Site Security	Site Personnel General public	3	3	9	<ul style="list-style-type: none"> The site area will be fully enclosed with herras fencing. Footpath around houses to be closed throughout works. All residents affected by the works informed of footpath closures and safe areas. 			
Surveying Works	Slips/trips/falls	Site Operatives	3	3	9	<ul style="list-style-type: none"> Area to be clearly identified to all personnel involved in task. Debris and loose material removed from site before commencing task. Barriers and signs in place throughout task. Relevant PPE to be worn at all times on site. All excavations barriered off when work not being conducted. Excavations to have graded ramps integrated for safe access egress. 	1	3	3
	Interface with site traffic/Plant	Site Operatives	3	5	15	<ul style="list-style-type: none"> Hi-Viz clothing worn at all times on site. Banksmen to be utilised to controls site movements. All plant operators to hold valid CPCS/NPORS CSCS qualification for relevant item of plant. All personnel briefed on site traffic management plan (if relevant) 	1	5	5
Delivery of materials to work area	Interface with site traffic/Plant	Site operatives	3	5	15	<ul style="list-style-type: none"> Hi-Viz clothing worn at all times on site. Trained/qualified banksmen to guide site traffic only. All unnecessary personnel removed from area until vehicles/plant stationary and isolated. Banksmen to be in full view of vehicle drivers/plant operators at all times. Vehicles/plant to be directed to designated loading/unloading area. All personnel briefed on site traffic management plan (if relevant) 	1	5	5
Manual Handling	Muscle injuries/strains	Site Operatives	3	3	9	<ul style="list-style-type: none"> All personnel trained in manual handling with copy of certification held in site office. Avoid manual handling where possible, utilise mechanical lifting aids. Load size, shape, weight to be assessed prior to lifting. Where possible split load to manageable sizes. Use correct lifting techniques. Ensure area surrounding lift is clear from hazards and clutter. 	1	3	3

						<ul style="list-style-type: none"> • Plan route to be taken when carrying load prior to commencing task. 			
Lone Working	Inability to react to accidents/injuries Pressure/stress. Tiredness/Fatigue	Site Operatives, General public	4	3	12	<ul style="list-style-type: none"> • Lone Working shall only be carried out in hours of darkness during emergency situations. • All employees have method of communication to ensure contact at all times with relevant personnel. • All employees will receive suitable training/information regarding lone working arrangements. • All employees have mobile phones for contact and are responsible for ensuring they are sufficiently charged at all times. • MAL vehicles are fitted with a tracking device for the purpose of locating the vehicle if necessary. • Operatives reserve the right to stop all works if they deem them to be unsafe. • Allow extra time especially in the morning to accommodate for extra rest breaks. 	1	4	4
Stopping on Live Carriageways	Collision with another vehicle or structure. Reducing other road user's visibility. Being Crushed.	Site Operatives, General Public	4	3	12	<ul style="list-style-type: none"> • Beacons must be used when pulling off and onto 'live' lanes and manoeuvres made in accordance with training received. • Do not exit the vehicle s 'live side' wherever possible. • Vehicles to signal appropriately when pulling over/moving off. • Works vehicles shall never be parked facing oncoming traffic whilst carrying out work activities i.e. setting up/removing site. 	1	4	4
Lane Widths	Non-compliant to legislation. Dangerous for road users	Site Operatives, General Public	4	4	16	<ul style="list-style-type: none"> • If minimum lane widths are not achievable (see Red Book 2013 pg. 53), consult your supervisor/line manager. • No works to commence that do not allow the required lane width that is to be maintained. Other methods of work will need to be explored. 	1	4	4
Road Layouts e.g. Blind Bends	Reduced Visibility. Road traffic collisions. Non - compliance to legislation.	Site Operatives, General Public	4	5	20	<ul style="list-style-type: none"> • It is management's responsibility to identify unsafe road layouts at the design stage, steps should be taken to reduce risk e.g. extra signage or double signal heads. • Care should be taken to position equipment correctly in order to maintain good visibility. • Never position equipment in a place that puts you or the travelling public at risk, consider moving equipment in order to do that, if signage goes more than 10% out with that shown on the supplementary distance plates consult your supervisor. • If site needs to be extended due to bends in the road or poor visibility contact your supervisor/line manager before setting up. 	1	5	5
Pedestrians/ Parked Vehicles	Loss of working time. Confrontation. Frustration	Site Operatives,	3	3	9	<ul style="list-style-type: none"> • Inform line manager if parked vehicles are stopping works from going ahead. • Care to be taken if vehicles are parked in closure, inform supervisor immediately. • Procedures in place to deal with parked vehicles that hinder works. • Care to 	1	3	3

		General Public				<ul style="list-style-type: none"> be taken when working next to areas with high numbers of pedestrians. Do not get into altercations with members of the public, if an argument arises take yourself away from the situation. 			
Vehicle Movement/ Queueing Traffic	Struck by vehicles/plant. Damages. Long delays on busy networks. Frustration.	Site Operatives, General Public	3	4	12	<ul style="list-style-type: none"> Operatives/Trainees must wear the required PPE at all times. All vehicles reversing must be banked at all times during operation, all MAL operatives to undertake reverse assist training. Vehicles to be driven at slow speeds whilst on site. Traffic routes suitable for the vehicles using them. Vehicle routes kept free of obstructions (with spillages being cleaned up promptly). Parking of vans not to obstruct access/egress from site. Speed limits to be obeyed at all times. Adequate signage to warn of hazards. Traffic Management Plan in place and observed. 	1	4	4

All personnel must read above MSRA and sign MAL-IMS-020 MSRA Sign off Sheet as recognition of understanding the procedures detailed above.