



TRAFFIC MANAGEMENT METHOD STATEMENT FOR
INSTALLATION AND REMOVAL OF TEMPORARY TRAFFIC
SIGNALS

John Paul Construction ; A83 Stronepoint

Pre-site

1. Pre-site survey to be carried out by HBS to determine parameters of site.
Survey should include:
 - The type and speed of road
 - Junctions within site
 - Are there shops in close proximity
 - Length of works to determine amount of equipment required
 - Pedestrian requirements
2. TM Plan to be completed prior to works starting and approved by all relevant parties i.e. Roads Authority and / or Police.
3. Once scheme is ready to commence, TM Operatives to be given schedule of signs, cones and barriers. Squad also given PQP detailing the names and numbers of all parties involved in case of emergency, RAMS, pre-site information, pre-start risk assessments, TM cards and plans.
4. Only trained and competent Traffic Management operatives to set out, maintain and remove TTM equipment. Operatives to be trained to NHSS 12D standards.
5. Minimum training required for installing traffic lights – one 12D trained Operative supervising one untrained Operative.
6. It is the Person in Charge's (PIC) responsibility to ensure TM is installed to the correct legal standards and is set out as per the TM plan.
7. Operatives to wear full PPE at all times. PPE expected to be worn as a minimum standard;
 - Long sleeve class 2 hi-vis vest / coat
 - Hi-vis trousers
 - Safety boots
 - Hard hats
 - Rubber grip gloves.
8. All TM vehicles to meet required standard, as specified in chapter 8. The minimum standards for TM vehicles listed below;
 - Conspicuous colour (yellow or white)
 - Beacons and strobes visible to 360'
 - Highway maintenance sticker to rear
 - Chevrons to rear
9. Prior to loading TM vehicle, the TM squad must carry out vehicle checks and fill in vehicle check book. The following must be checked before leaving the yard;
 - fuel level
 - oil and water levels
 - all lights, beacons and strobes
 - condition of tyres
 - Health and safety items i.e. first aid kit, eye wash, fire extinguisher.



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10. The following traffic light checks to be carried out before leaving the yard;
 - Battery levels
 - Switch on and set up to ensure lights phasing correctly
 - Trailer check to ensure road worthiness
 - Trailer check sheet to be filled in and returned to office with PQP upon completion of scheme.
11. Operatives to utilise manual handling techniques when lifting TM equipment and have carried out the manual handling awareness course.
12. Load TM vehicle in correct order for off-loading on site. All signs to be securely tied with ratchet straps.
13. Ensure all TM equipment is in good condition and suitable for use before loading, any equipment found to be damaged should be left to the side for repair.
14. Operatives must not, at any time, operate plant they are not trained or qualified to use.

On-site

15. Switch on beacons and strobe lights and assess site, PIC to determine sign and taper positions including safety zone dimensions.
16. Ensure adequate sight lines to traffic signals can be maintained when determining sign and taper positions.
17. Once site length has been determined PIC to workout appropriate traffic light timings. Traffic light timings are determined using the longest journey method i.e. the longest distance between “when red light shows wait here” signs. Traffic light timings can be found in HBS TM Manual or the ‘Pink Book’.
18. Stop vehicle in a safe place, off the carriageway, not blocking footpaths or cycle lanes and fill out HBS030 Pre Start Risk Assessment prior to commencing work and ensure it is signed by all Operatives on site.



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Site Installation

19. "Workforce in Road Slow" signs to be erected in both directions 50m prior to first sign location then removed once signals are in place. Signs to be reset for removal.
The sign on the work zone side of the carriageway to be placed first then circle round and place the second sign on the shuttle lane side of the carriageway.
20. If any side roads are to be signal controlled then these must be signed first.
21. Place signs on side road/s starting with the man at work working towards the traffic signal.
22. Once placed Operatives to set the signal head and all signs and cones for the island to the side of the road, off the carriageway. The signal head should be set up facing traffic and programmed to wait for master. Ensure TM equipment does not cause an obstruction to pedestrians. If no space is available to set out signal head wait and place all heads at once. If unable to place signal head off carriageway highlight with a cone and arrow and keep in as far off the road as possible.
23. Operatives to then continue and place advance signs on the main road.
24. The "man at work", "traffic signals" ahead and "lane narrows" signs (opposite the work zone) to be placed first. The "end" sign on the opposite side of the carriageway should be placed along with these signs.
25. Once placed Operatives to set the signal head and all signs and cones for the island to the side of the road, off the carriageway. The signal head should be set up facing traffic and programmed to wait for master. Ensure TM equipment does not cause an obstruction to pedestrians.
26. "The when red light shows sign" to be set up 15m from the taper, off the carriageway, facing traffic with a cone to the trafficked edge. If unable to place signal head off carriageway highlight with a cone and arrow and keep in as far off the road as possible.
27. Operatives to then find somewhere safe to turn and set out all advance signs on the work zone side of the carriageway starting with the man at work. The "end" sign on the shuttle lane side of carriageway to be placed along with these signs.
28. Operatives to exit TM vehicle from safe side, furthest from live traffic.
Operatives must not exit vehicle in to live traffic stream.
29. Operatives must not unload TM equipment from the live side of the vehicle.
30. All signs to be double sandbagged regardless of weather conditions. If setting out 3 or 4 way traffic lights consult line manager about how many sandbags are needed to be taken to site.



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31. Signs to be set where they will not cause an obstruction to pedestrians or block sight lines for vehicles
32. Where there is room a cone should be placed to the traffic side of the sign.
33. Signs should sit a minimum of 450mm from the roads edge and if set on a footpath, kept to the back of it ensure a minimum footpath width of 1m is maintained.
34. TM vehicle must never park on the carriageway where it cannot be seen by on-coming traffic (from both directions). If it is unsafe to park at sign location park at nearest safe location and walk signs to proper position
35. Once all signs are in place, the master traffic signal to be placed on to the carriageway and set to vehicle actuation mode.
36. Cones to be set at 45' at 1.2m cone spacing's and keep right arrows set out as shown on plan.
37. "when red light shows wait here" sign to be placed on the carriageway 15m from the start of the taper with a cone placed at the trafficked edge.
38. Operatives to cone out horizontal straight. If the site is longer than 180m then cones can be set at 18m centres, if it is shorter than 180m cones to be placed at 9m centres. Traffic will be allowed to run through works in single file controlled by the traffic signals to prevent any traffic jumping the red light whilst waiting on the horizontal straight to be coned out. Operatives to remain vigilant of traffic and work behind the cones.
39. Once horizontal straight has been set out Operatives to close site by installing the end taper and arrows.
40. Set out the island on the shuttle lane side of the carriageway and set the signal head and the "when red light shows wait here" sign onto the carriageway at the correct locations as shown on TM plans.
41. Once site is up and running operatives should monitor traffic flows and set the traffic light times to suit traffic volumes.

Removal

42. Ensure site is clear of labour, plant and debris and road is safe to reopen.
43. Re set "workforce on road slow" signs
44. Set traffic signals to all red mode

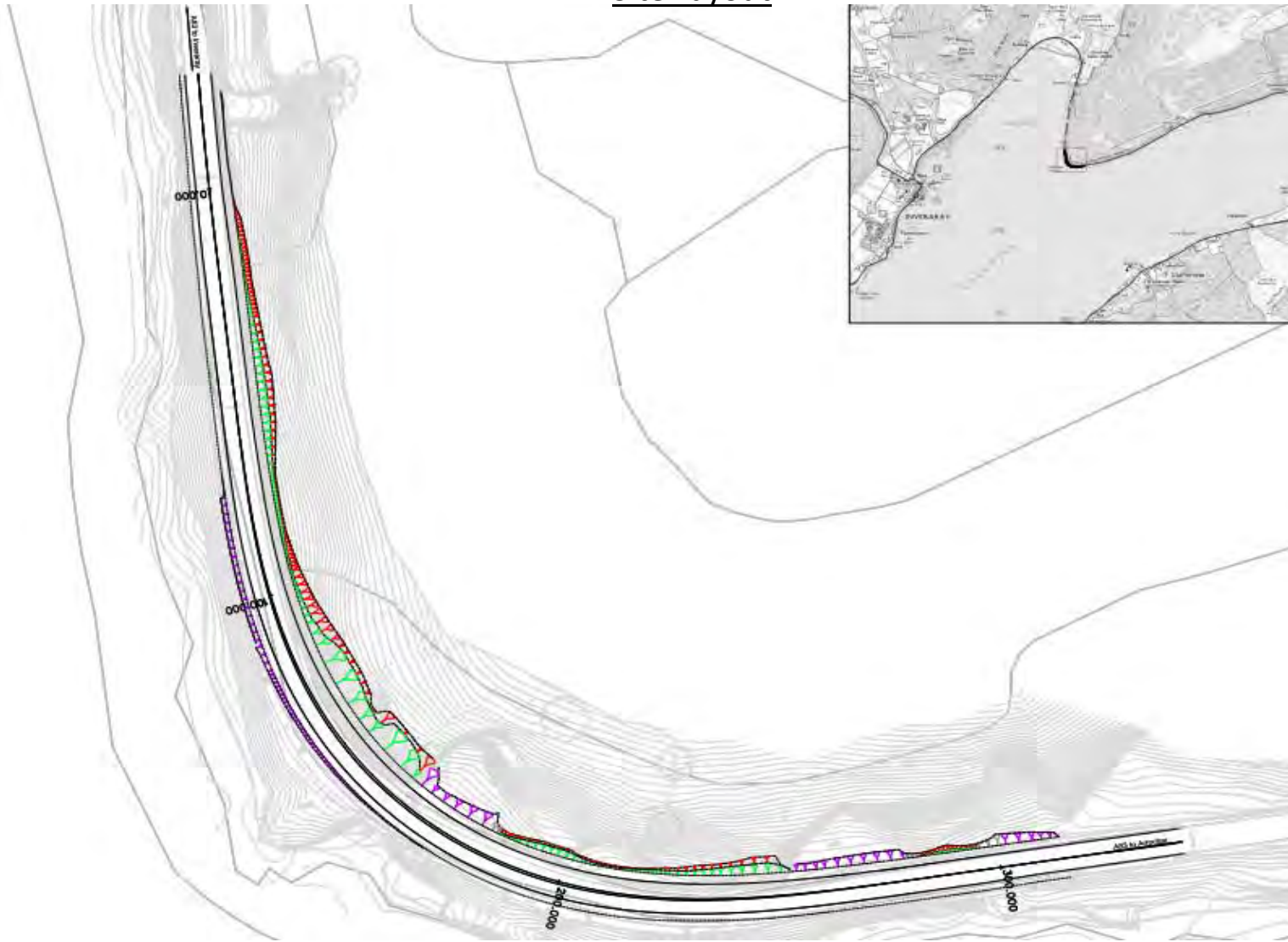


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SIGNALS

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45. Place traffic signal on shuttle lane back on to verge and lift all cones and arrows that were used as the island.
46. Lift end taper and arrows and lift horizontal straight by reversing safely back up within the closure.
47. Lift 45' taper and when red light shows sign, turn signal off and reload on to TM vehicle.
48. Drive to bottom of site and stop in lane opposite traffic signal and lift the second traffic signal.
49. Allow traffic to clear before lifting advance signs
50. If lifting multiphase lights lift the side roads last.
51. Lift advance signs using previously described techniques, lifting the "workforce in road slow" signs last.

Site Layout

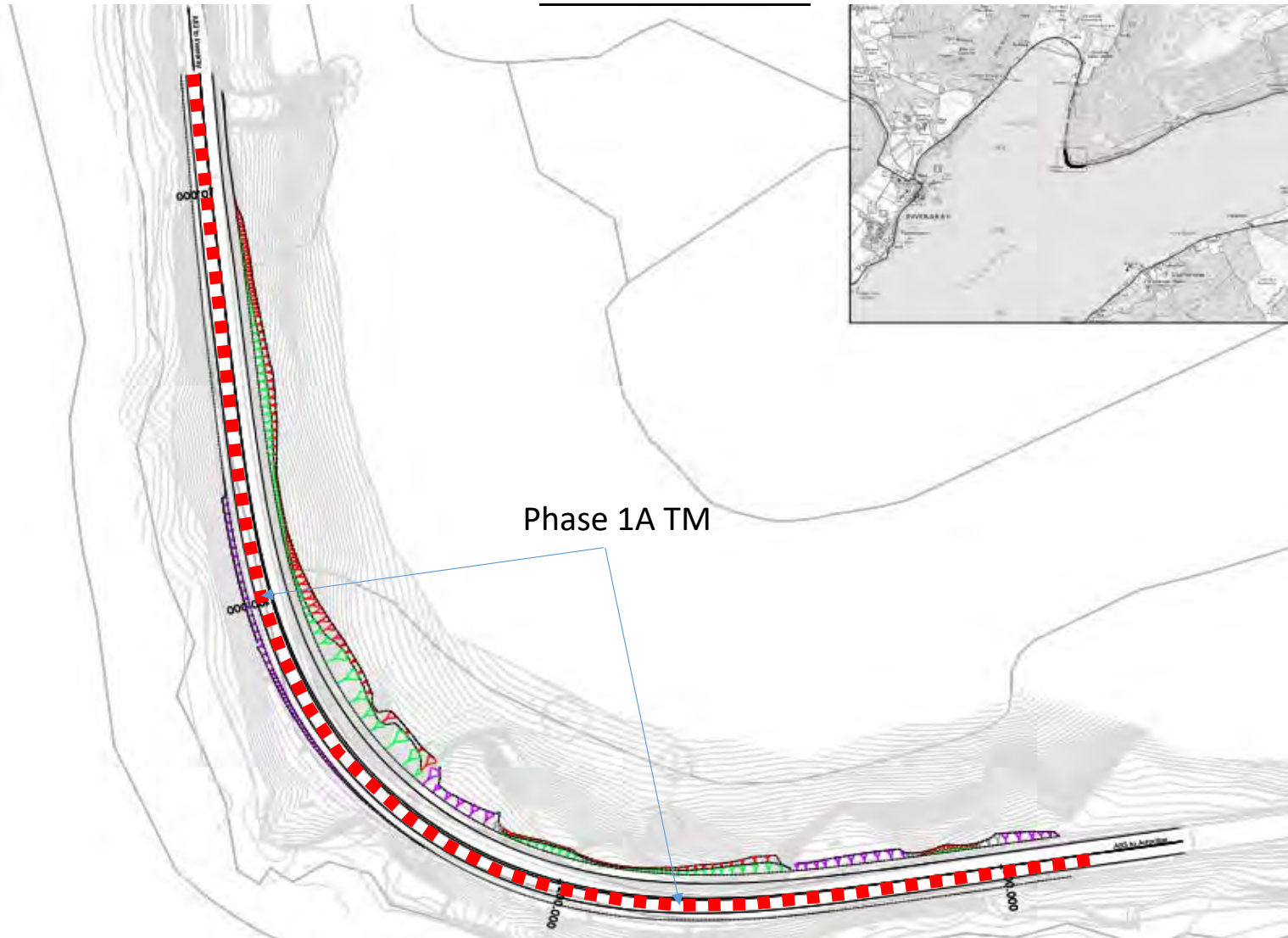


TITLE:
Strore Point Phasing Plan

DATE: 07/11/17 DRAWN BY: M Keane



Erect Phase 1A TM



Phase 1A TM



TITLE:
Strone Point Phasing Plan

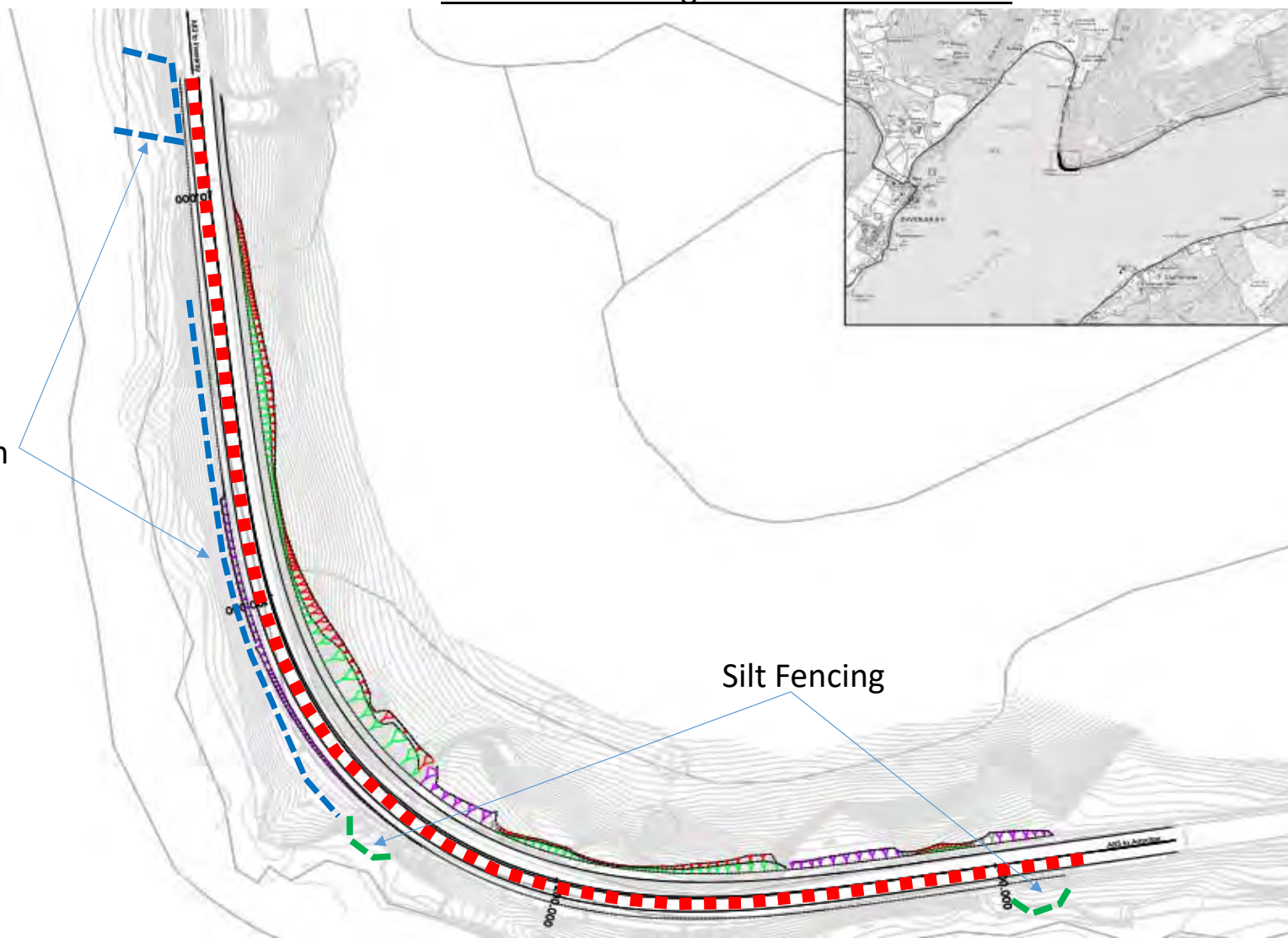
DATE: 07/11/17 DRAWN BY: M Keane

Install Silt Fencing and Protection Zones



Protection Zones

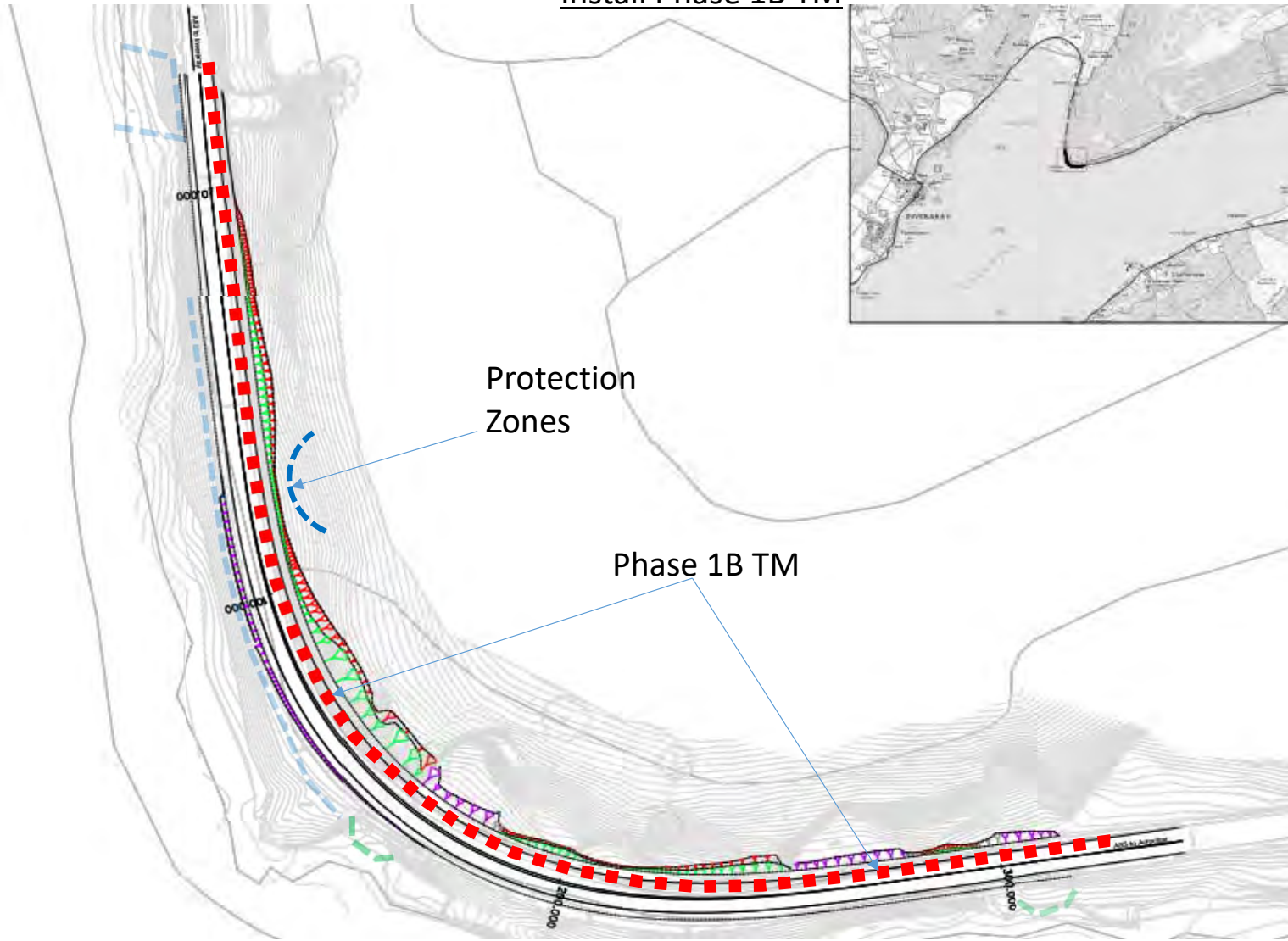
Silt Fencing



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DATE: 07/11/17	DRAWN BY: M Keane



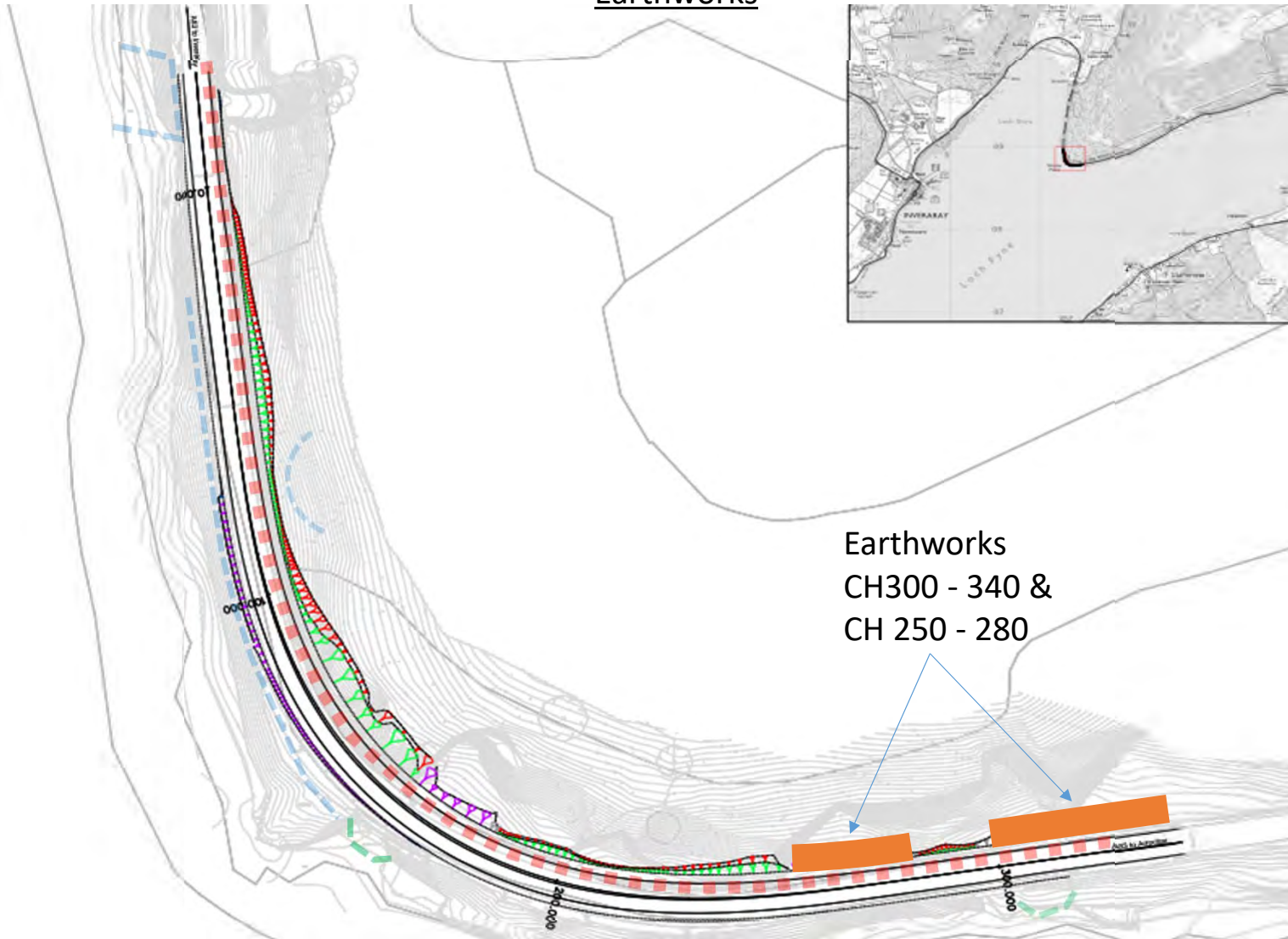
Install Phase 1B TM



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Strone Point Phasing Plan

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Earthworks



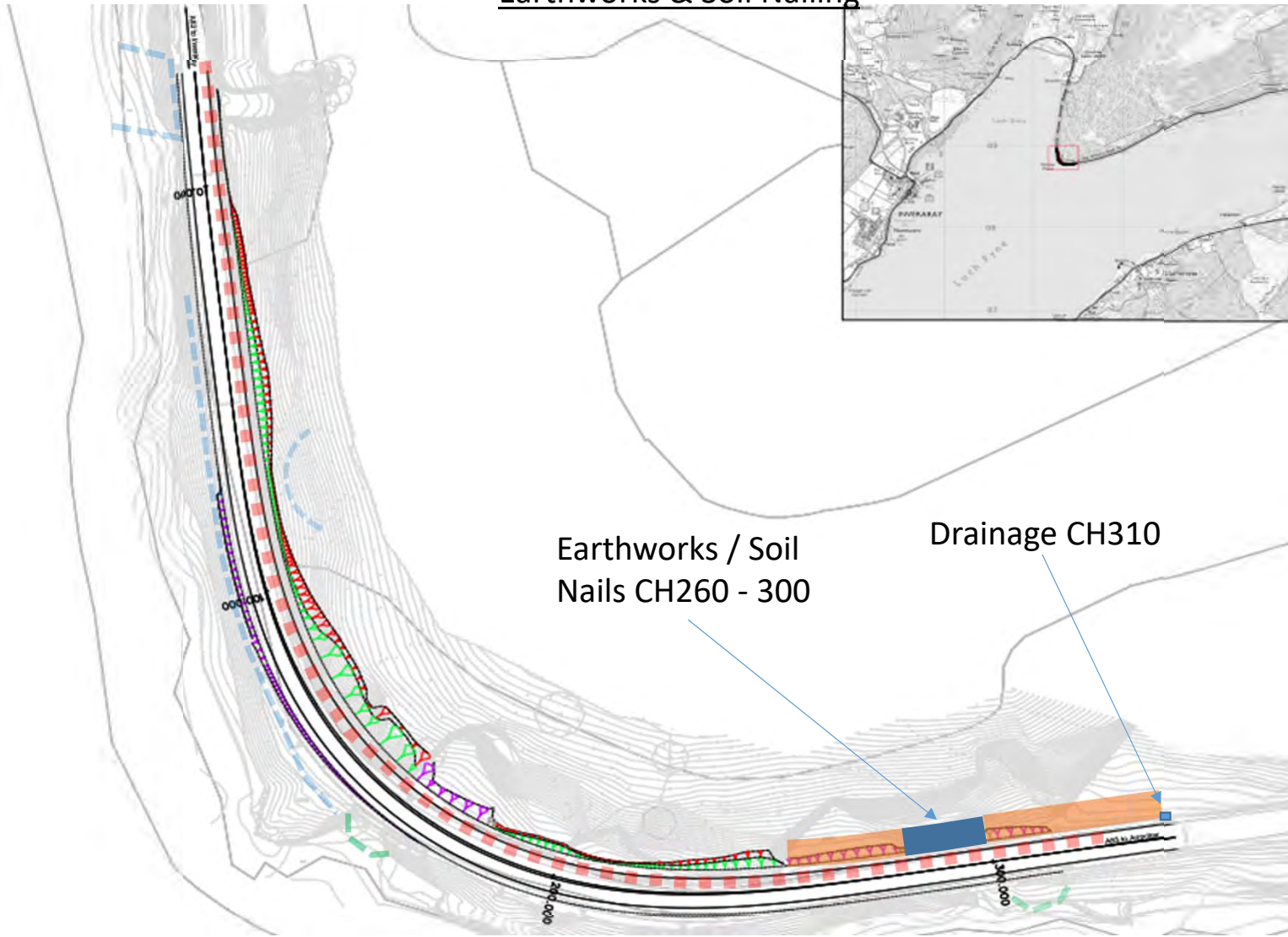
Earthworks
CH300 - 340 &
CH 250 - 280



TITLE:
Stroine Point Phasing Plan

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Earthworks & Soil Nailing



Earthworks / Soil
Nails CH260 - 300

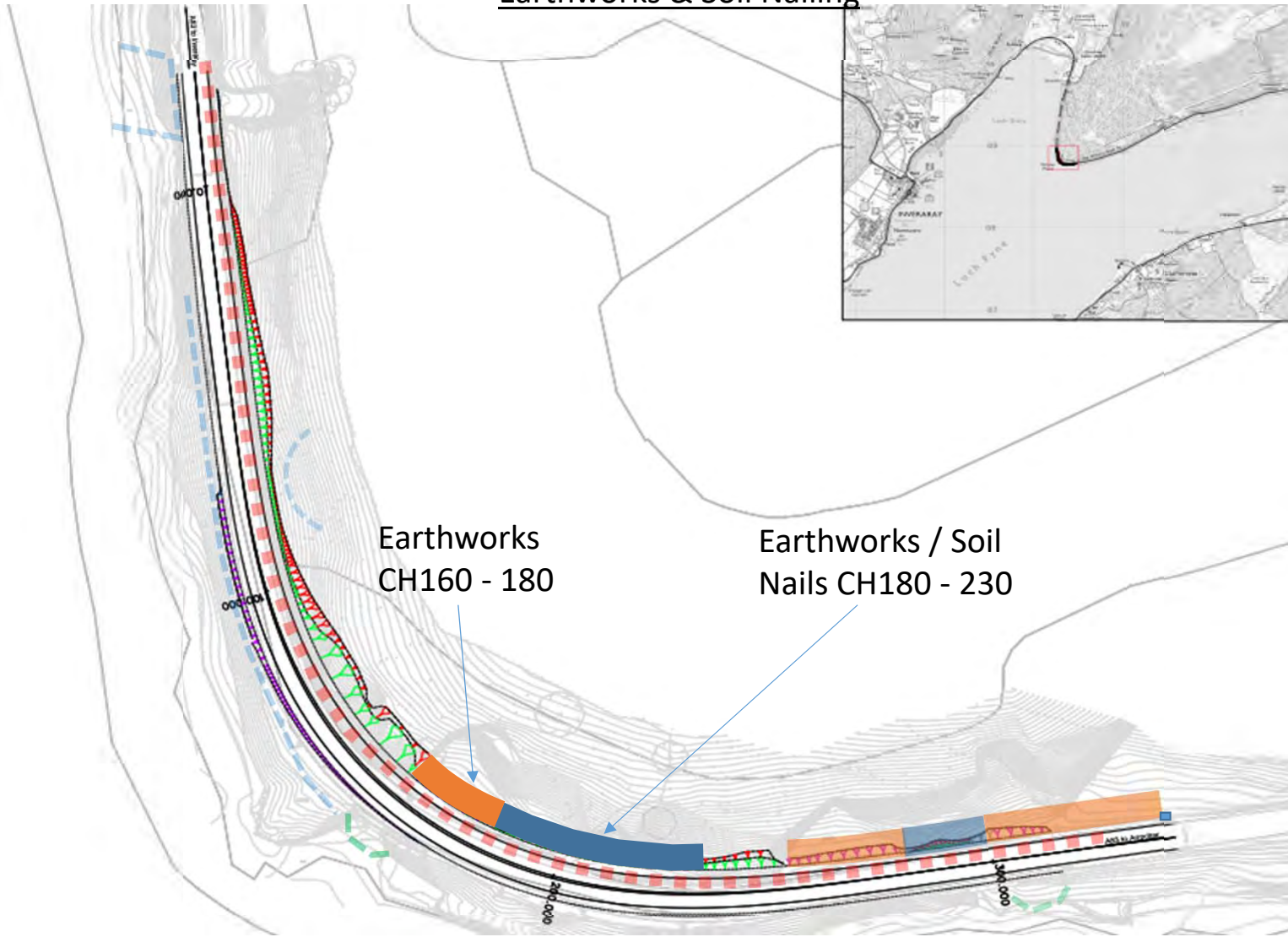
Drainage CH310



TITLE:
Strone Point Phasing Plan

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Earthworks & Soil Nailing

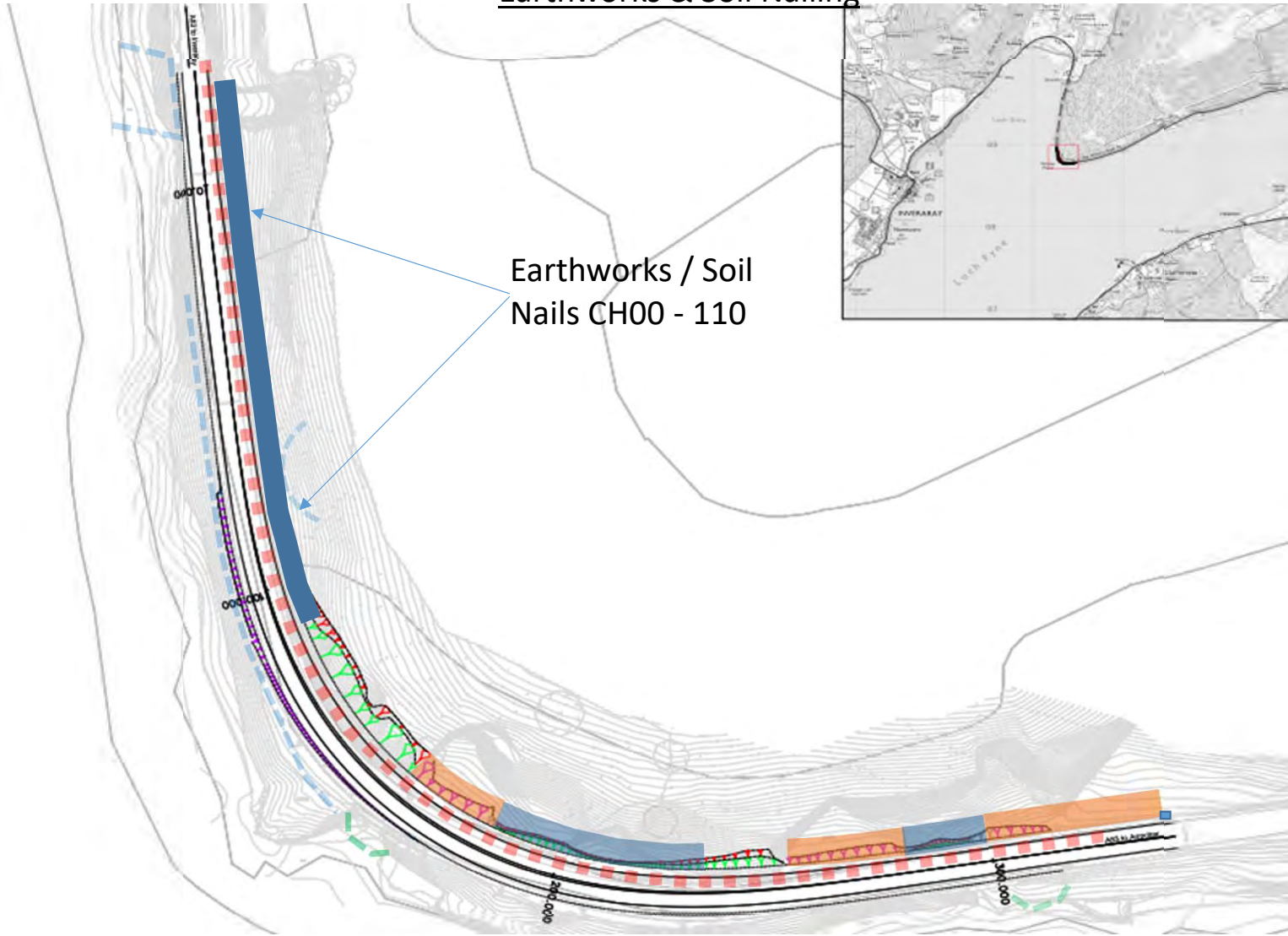


Earthworks
CH160 - 180

Earthworks / Soil
Nails CH180 - 230

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DATE: 07/11/17	DRAWN BY: M Keane

Earthworks & Soil Nailing



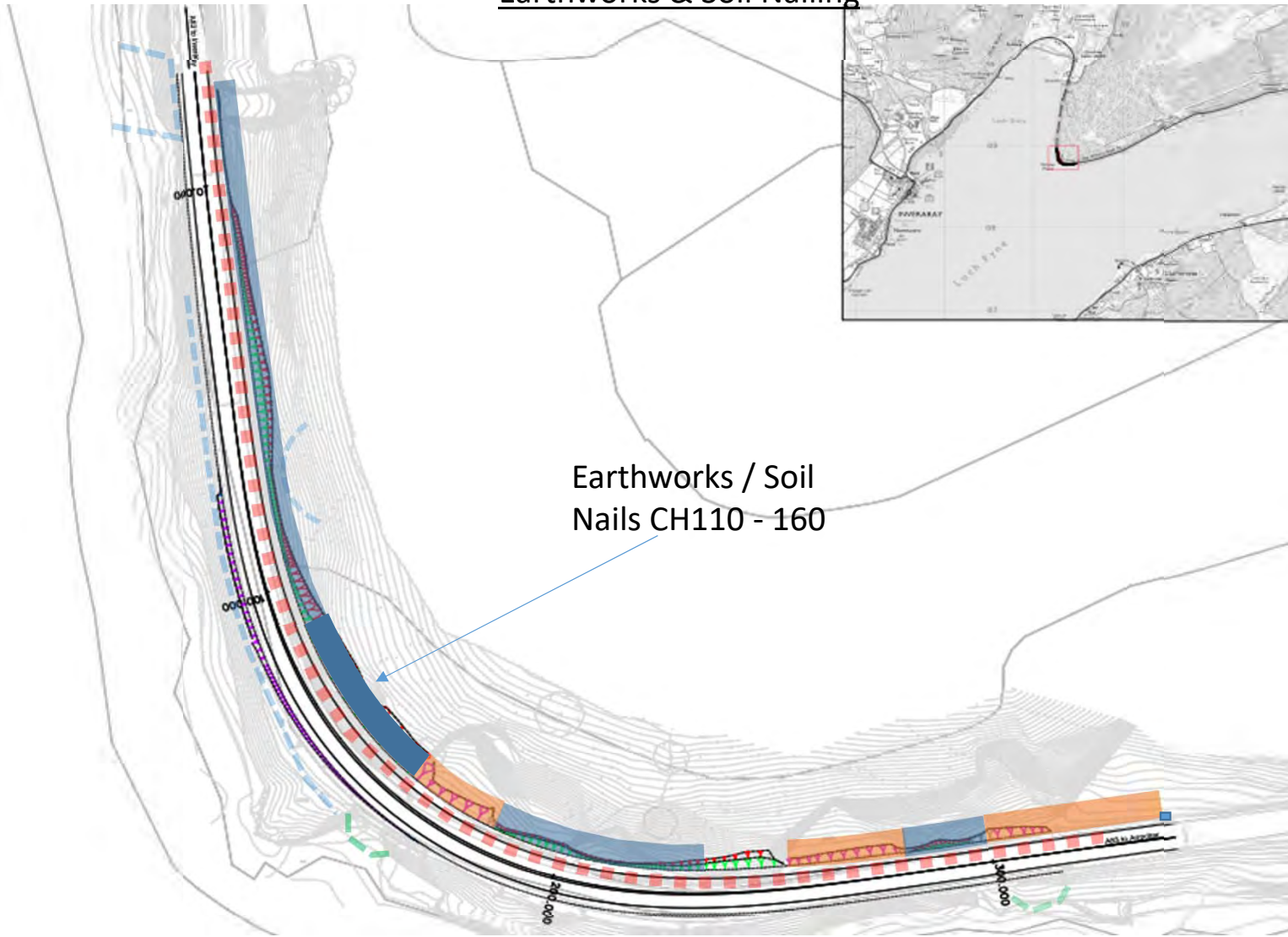
Earthworks / Soil Nails CH00 - 110



TITLE:
Strome Point Phasing Plan

DATE: 07/11/17 DRAWN BY: M Keane

Earthworks & Soil Nailing



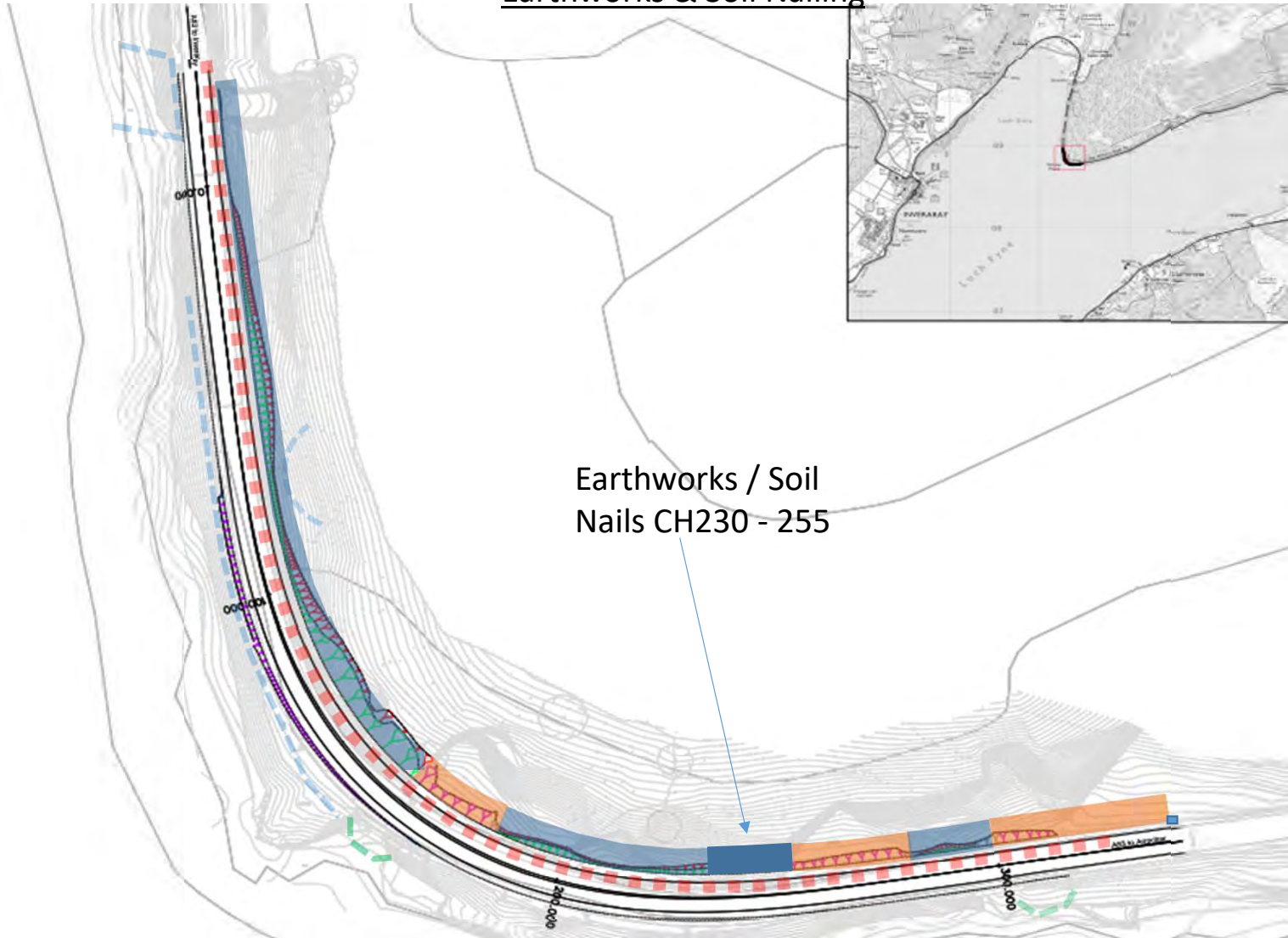
Earthworks / Soil
Nails CH110 - 160



TITLE:
Strome Point Phasing Plan

DATE: 07/11/17 DRAWN BY: M Keane

Earthworks & Soil Nailing

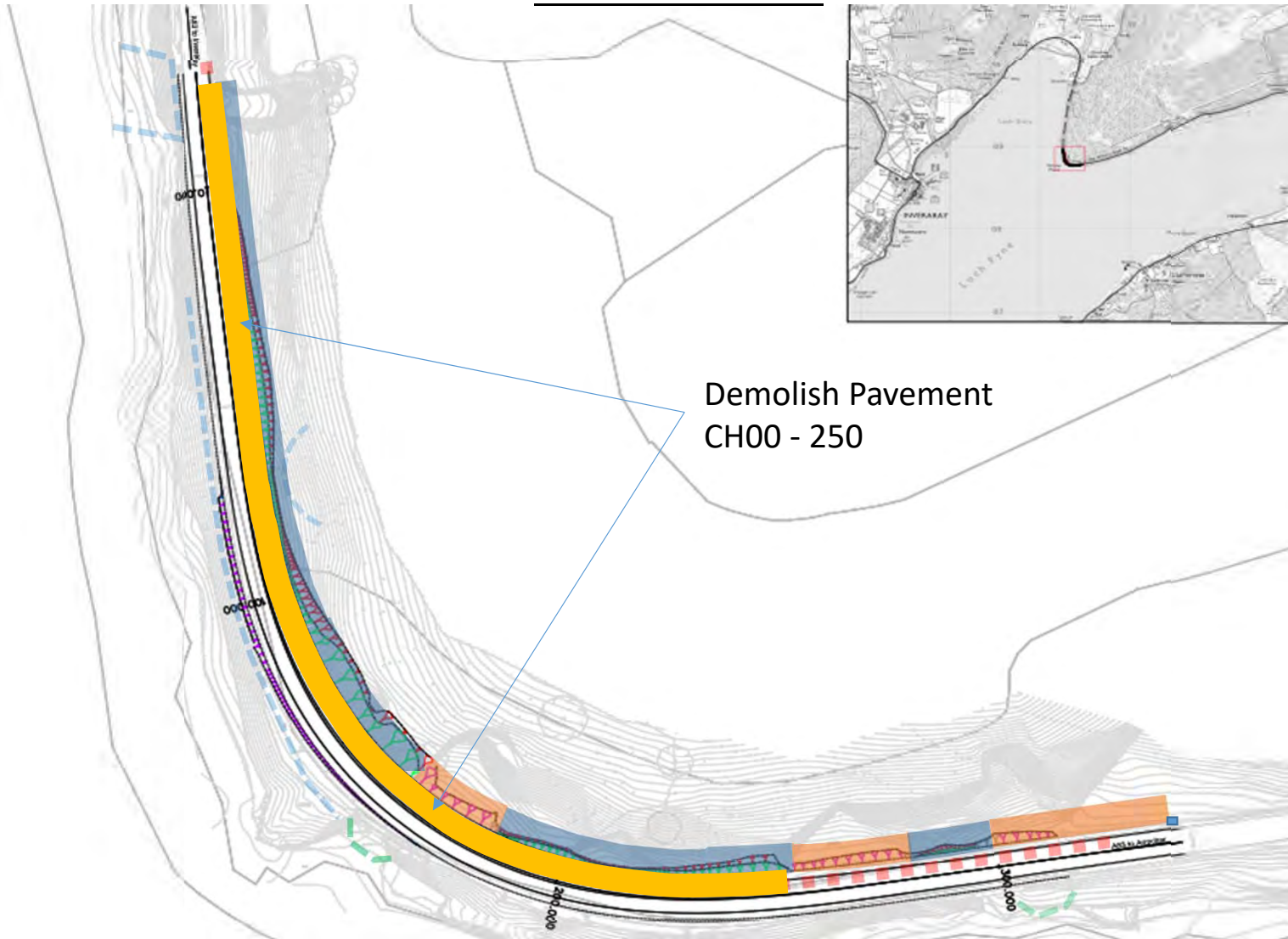


Earthworks / Soil
Nails CH230 - 255



TITLE: Strone Point Phasing Plan	
DATE: 07/11/17	DRAWN BY: M Keane

Demolish Pavement



Demolish Pavement
CH00 - 250

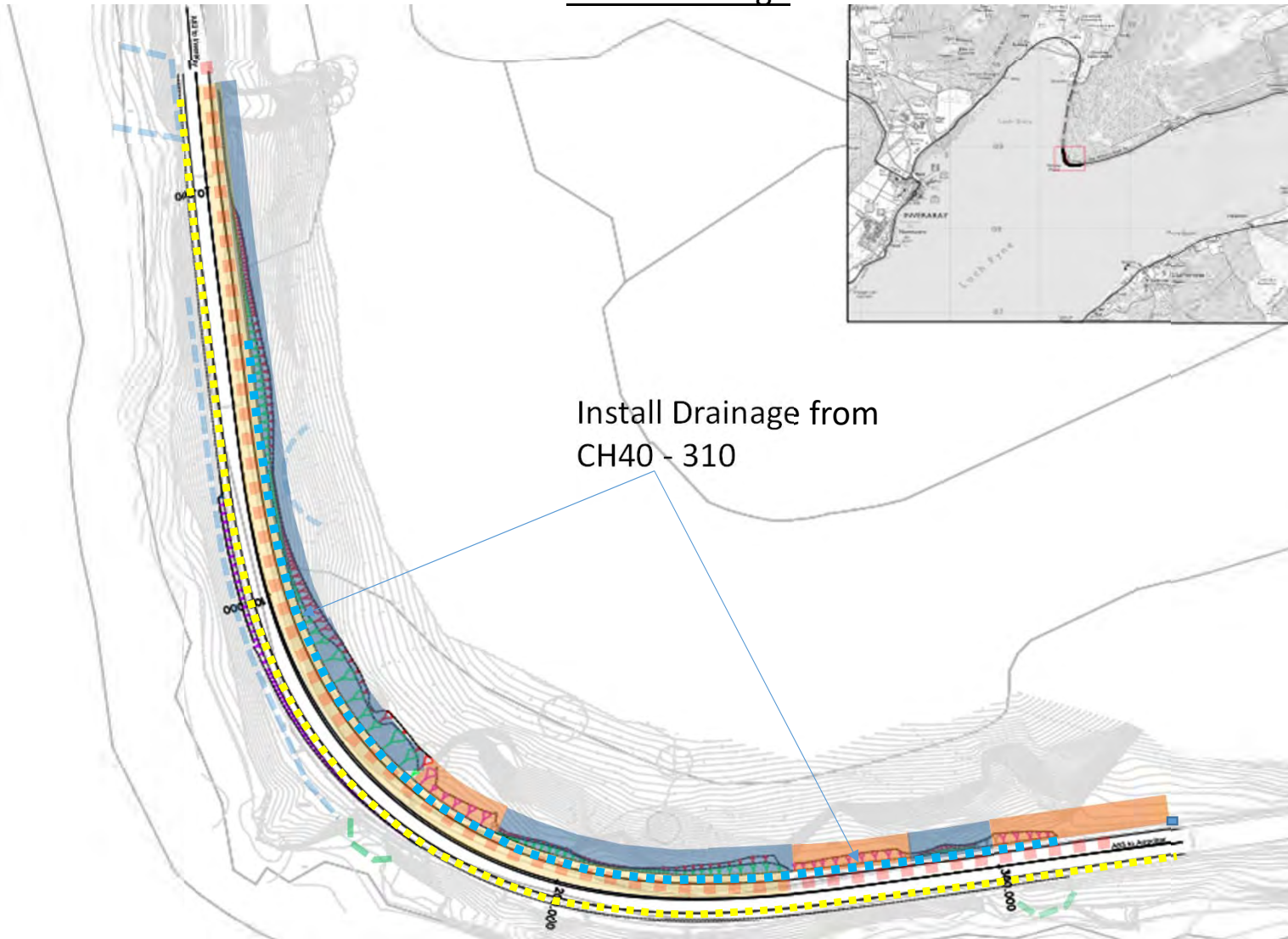


TITLE:
Strone Point Phasing Plan

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Install Drainage



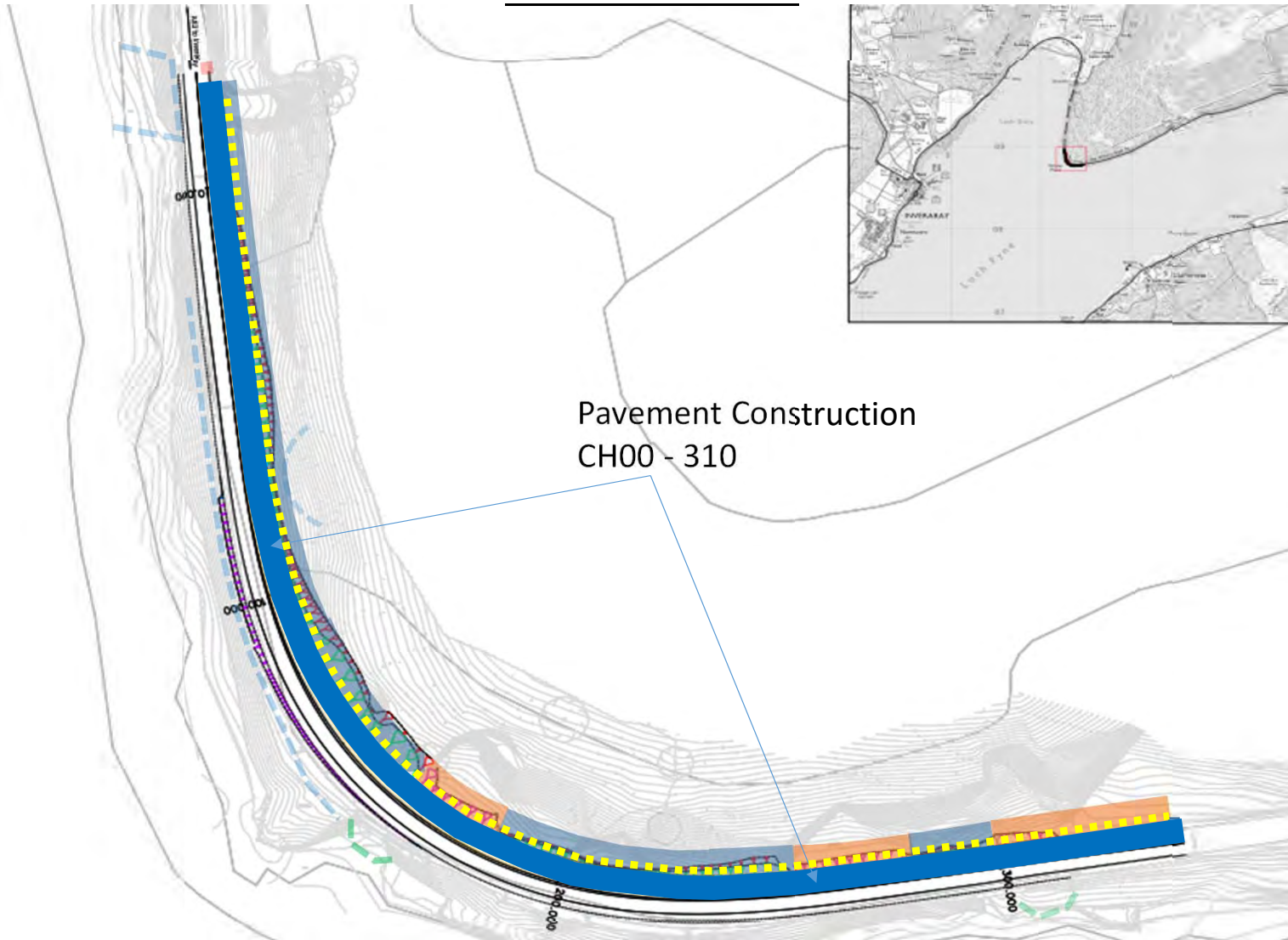
Install Drainage from
CH40 - 310



TITLE:
Strone Point Phasing Plan

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Construct Pavement



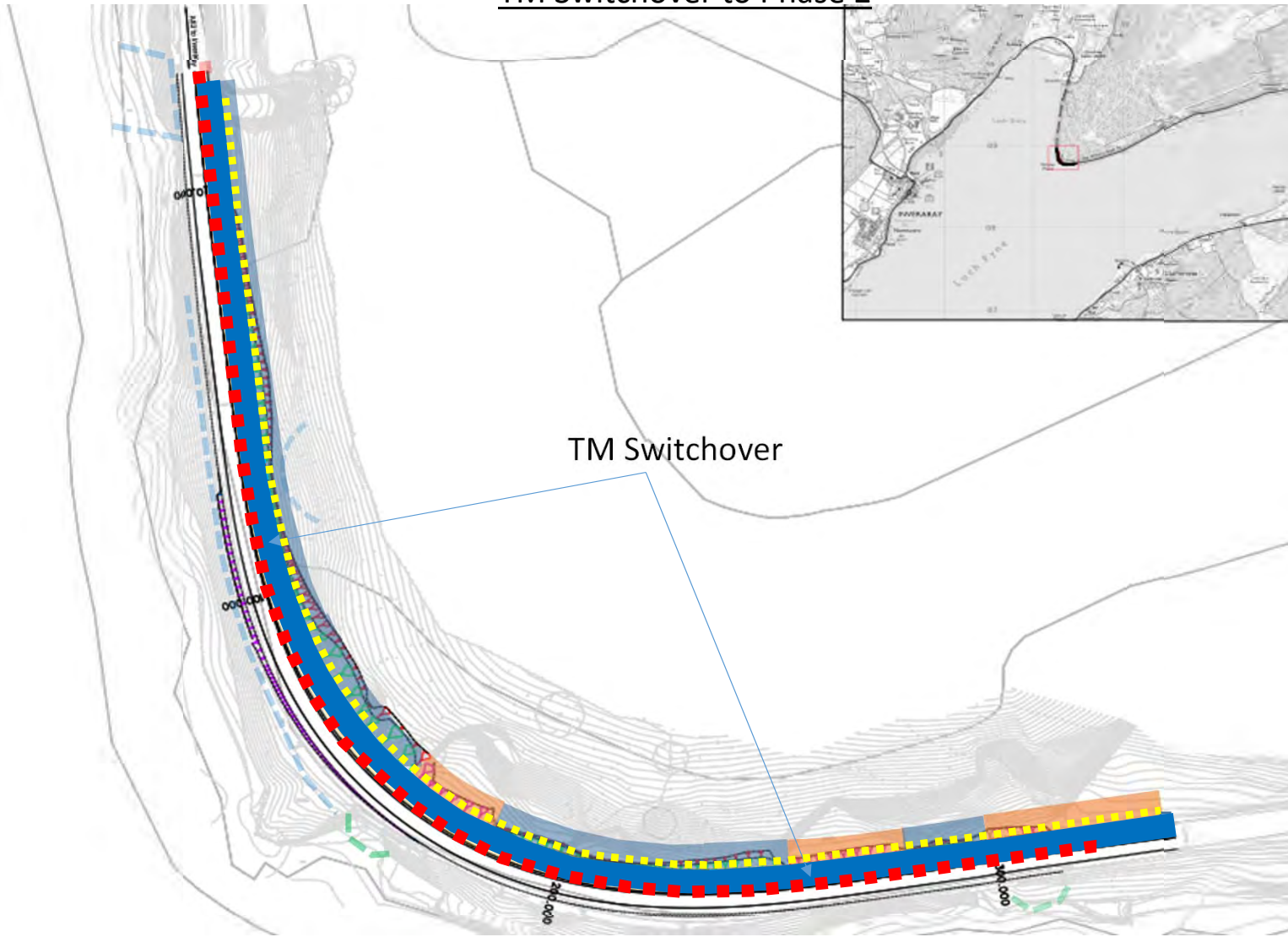
Pavement Construction
CH00 - 310



TITLE:
Strone Point Phasing Plan

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TM Switchover to Phase 2



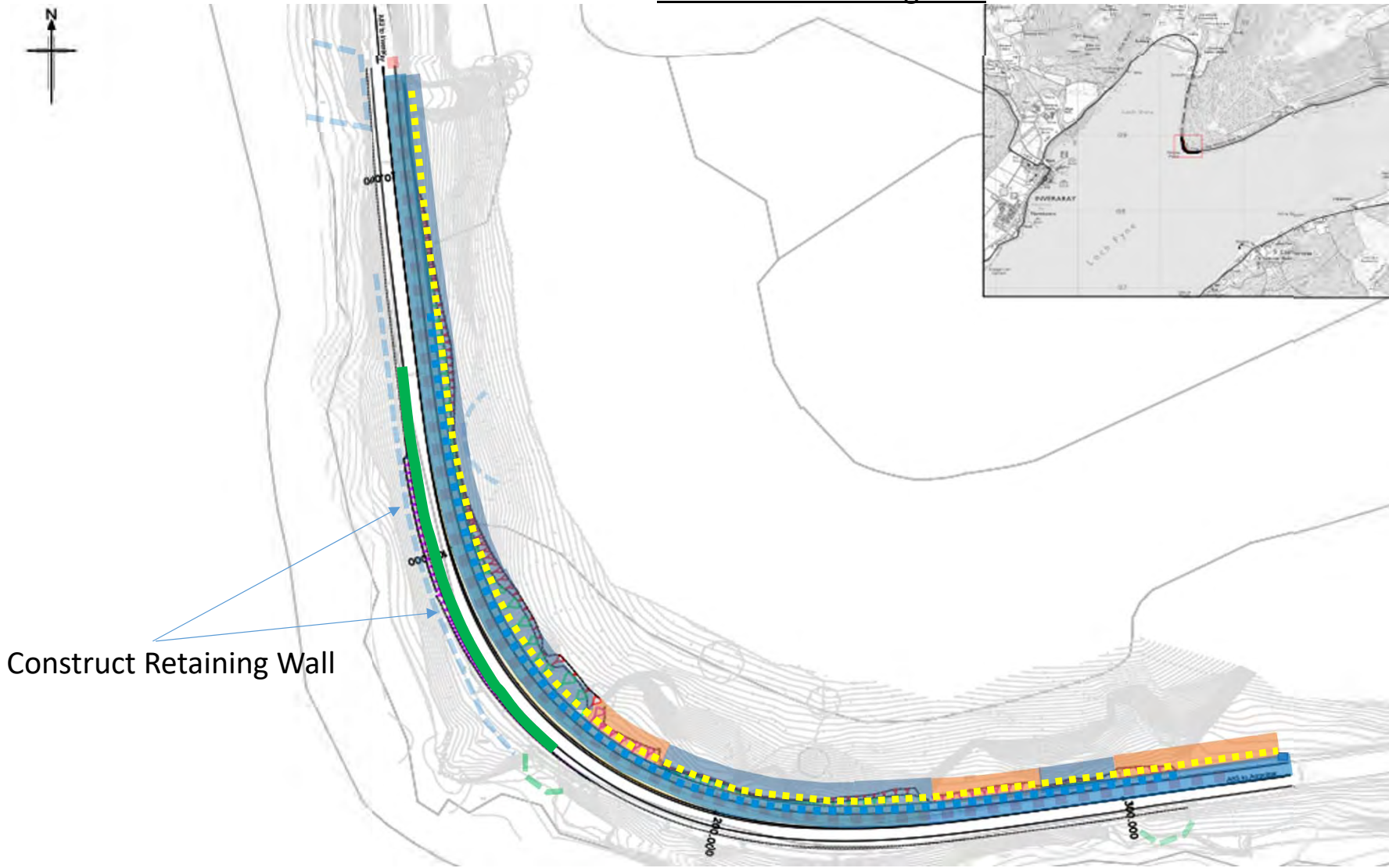
TM Switchover



TITLE:
Strone Point Phasing Plan

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Construct Retaining Wall

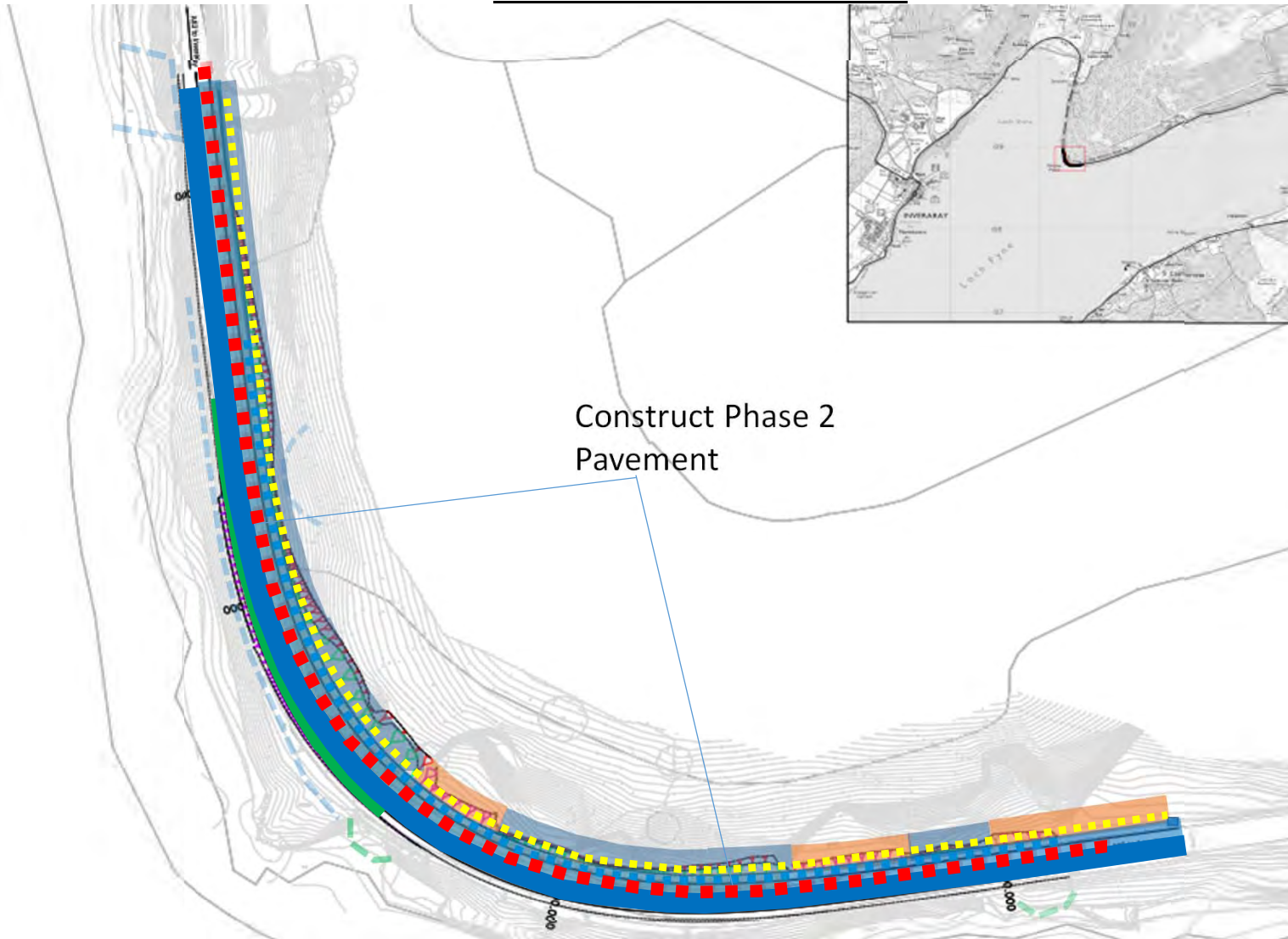


Construct Retaining Wall



TITLE: Strore Point Phasing Plan	
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Construct Phase 2 Pavement



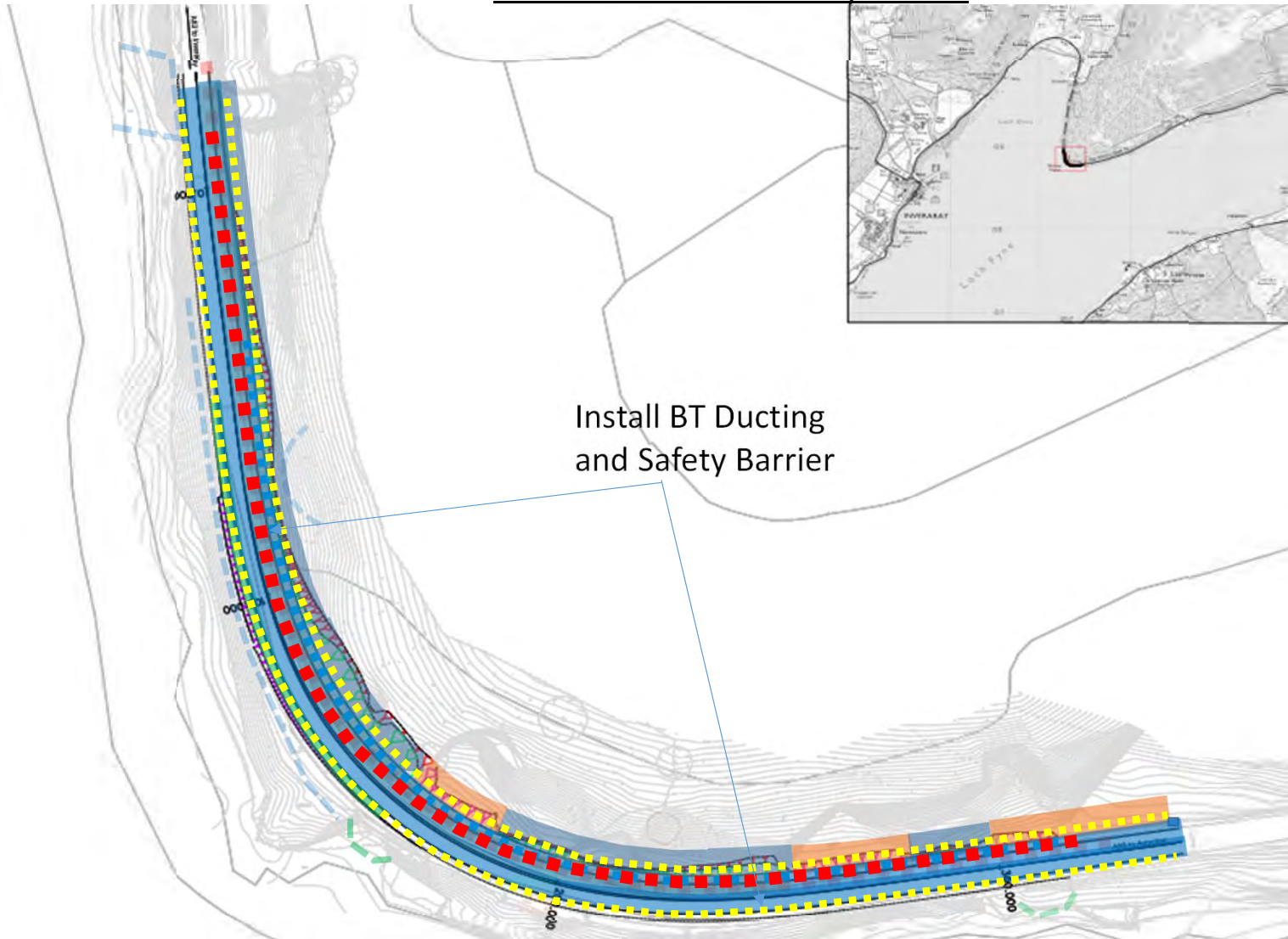
Construct Phase 2
Pavement



TITLE:
Strone Point Phasing Plan

DATE: 07/11/17 DRAWN BY: M Keane

Install BT Duct and Safety Barrier

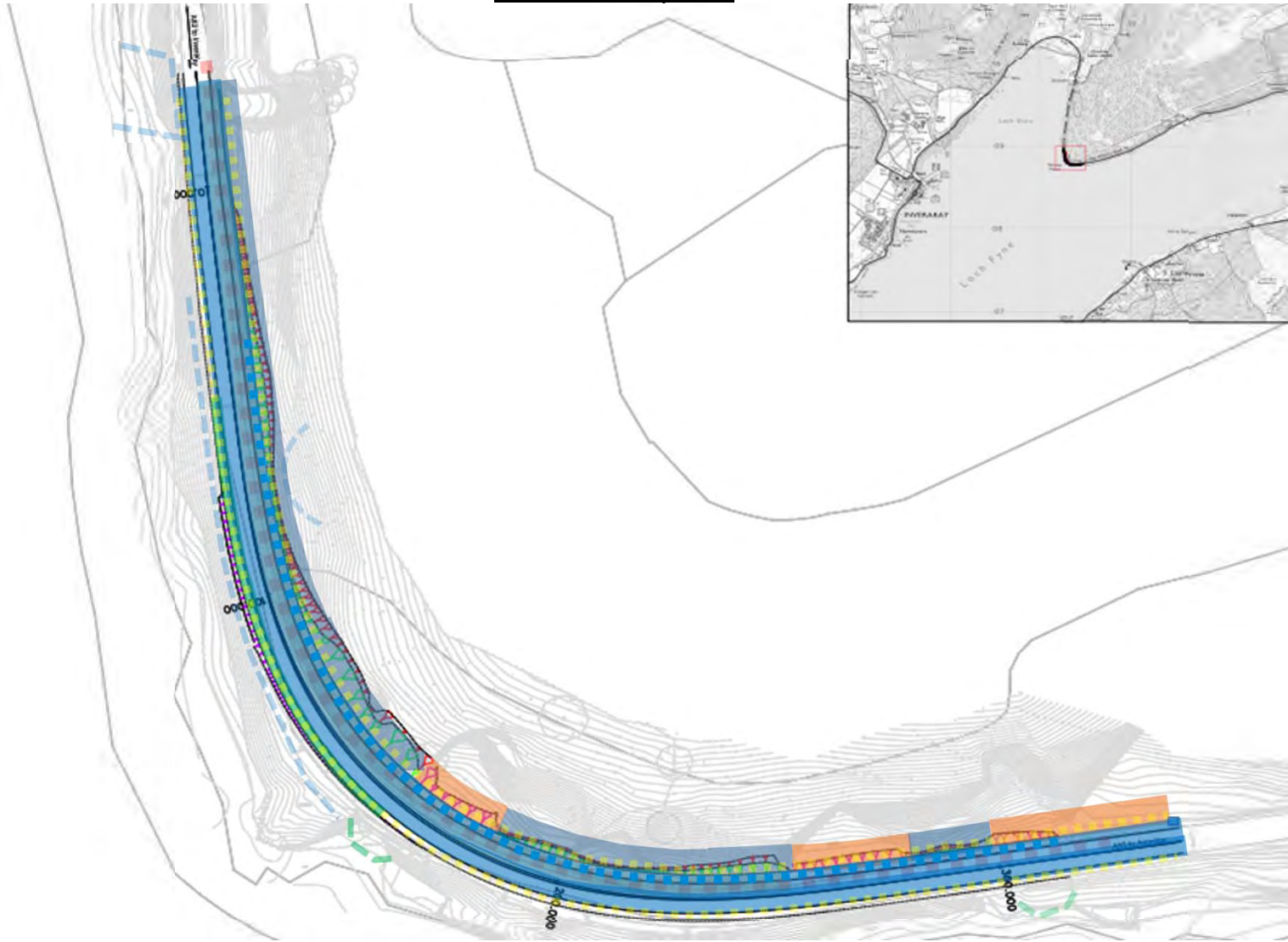


Install BT Ducting
and Safety Barrier



TITLE: Strone Point Phasing Plan	
DATE: 07/11/17	DRAWN BY: M Keane

Works Complete



TITLE:
Stroine Point Phasing Plan

DATE: 07/11/17 DRAWN BY: M Keane



TRAFFIC MANAGEMENT METHOD STATEMENT FOR
INSTALLATION AND REMOVAL OF ROAD CLOSURE

John Paul Construction ; A83 Stronepoint Rev01

Pre-site

1. Pre-site survey to be carried out by either HBS or client to determine parameters of site. Survey should include:
 - The type and speed of road
 - Junctions within site
 - Traffic volumes at time of planned works
 - Are there shops in close proximity
 - Length of works to determine amount of equipment required
 - Pedestrian requirements
2. TM Plan to be completed prior to works starting and approved by all relevant parties.
TM Plan should detail ;
 - Suitable diversion for the type of traffic using the diversion route.
 - Where the closure points are.
 - .What advance or special signing is required.
 - .Control of access and egress within the site area.
3. Upon approval of the TM Plan advance signing in the form of VMS or static information boards should be erected at least 14 days prior to works commencing to notify the public of the upcoming works.
4. Once scheme is ready to commence the TM operatives will be supplied with a schedule of materials required. The squad will Also be issued with the PQP detailing the emergency numbers required, RAMS, pre-site information, TM cards and plans.
5. TTRO will be granted by Bear Scotland. A copy to be issued within the works pack.
6. Operatives to wear full PPE at all times. PPE expected to be worn as a minimum standard is ;
 - Long Sleeve Class 2 HI-Viz waistcoat or jacket
 - Hi-Viz trousers
 - Safety Boots
 - Hard Hat
 - Safety Glasses
 - Rubber Grip Gloves

 - Long sleeve class 2 hi-vis vest / coat
 - Hi-vis trousers
 - Safety boots
 - Hard hats
 - Rubber grip gloves.
7. All TM vehicles to meet required standard, as specified in chapter 8, before heading to site. The minimum standards for TM vehicles listed below;



TRAFFIC MANAGEMENT METHOD STATEMENT FOR
INSTALLATION AND REMOVAL OF ROAD CLOSURE

John Paul Construction ; A83 Stronepoint Rev01

- Conspicuous colour (yellow or white)
 - Beacons and strobes visible to 360'
 - Highway maintenance sticker to rear
 - Chevrons to rear
8. Prior to loading TM vehicle, the TM squad must carry out vehicle checks and fill in vehicle check book. The following must be checked before leaving the yard;
- fuel level
 - oil and water levels
 - all lights, beacons and strobes
 - condition of tyres
 - Health and safety items i.e. first aid kit, eye wash, fire extinguisher.
9. Operatives to utilise manual handling techniques when lifting TM equipment and have carried out the manual handling awareness course.
10. Load TM vehicle in correct order for off-loading on site. All signs to be securely tied with ratchet straps.
11. Ensure all TM equipment is in good condition and suitable to be used before loading, any equipment found to be damaged should be left to the side for repair.
12. Operatives must not, at any time, operate plant they are not trained or qualified to use.

On-site

13. Stop vehicle in a safe place switch on beacons and strobe lights and assess site.
14. Fill out HBS030 Pre Start Risk Assessment prior to commencing work and ensure it is signed by all Operatives on site.
15. TM operatives to set out diversion as per the TM plan.
16. During installation or maintenance the TM vehicle must be visible at all times with the beacons in operation. If it is unsafe to park at any sign location then the vehicle must be parked in a safe place and signs walked to the appropriate location.
17. Operatives to exit / unload the vehicle on the safe side at all times.
18. Signs to be double bagged as a minimum at all times.
19. Once the diversion route is in place the road closed signs can be placed in position.
20. After installation the operatives are required to carry out a further check to ensure no detail has been missed.



TRAFFIC MANAGEMENT METHOD STATEMENT FOR
INSTALLATION AND REMOVAL OF ROAD CLOSURE

John Paul Construction ; A83 Stronepoint Rev01

Emergency Vehicle Access

21. On any arrival of any emergency vehicles at the site closure points, HBS operatives would notify the John Paul site contact of the requirement for safe passage through the site. The closure point would be opened and the emergency vehicle allowed access. The closure point would then be closed. Guided access through the site would be the responsibility of the main contractor.

Removal

22. Before removing the road closure the operatives MUST ensure that the area is free of any plant and debris and that the road surface is in an acceptable state.
23. If any adverse weather the operatives will notify the client of any need of a gritter / plough etc prior to opening.
24. Remove road closed signs and cones at closure point prior to diversion being lifted.
25. Ensure loads on vehicles are secure prior to moving.
26. Return to yard and unload vehicle.



TRAFFIC MANAGEMENT METHOD STATEMENT FOR
MANAGING EMERGENCY VEHICLES THROUGH THE
WORKS

John Paul Construction ; A83 Stronepoint – Rev01

Emergency Access Through Road Closure:

1. All emergency services should have notification of works prior to installation.
2. JPC must maintain an emergency access at all times, principally for the use of ambulances, fire appliances and Police. JPC shall also arrange the works so that an Emergency route is able to be made available with minimal delay to the Emergency Services vehicles at all times.
3. Closure points will be manned by HBS operatives. HBS operatives will then contact the relevant John Paul site manager / supervisor who will be responsible for ensuring that the emergency vehicle has clear and unrestricted passage through the works.
4. Maintained access through the site will be the responsibility of the Main Contractor.
5. After the emergency vehicle has accessed through the closure point the closure will be re-instated to original.



TRAFFIC MANAGEMENT METHOD STATEMENT FOR
MANAGING WIDE LOADS THROUGH THE WORKS
John Paul Construction ; A83 Stronepoint Rev01

Wide Loads:

1. Pre-start survey to be carried out to identify suitable stopping points for wide loads.
2. Wide load signs will be placed at the appropriate points to warn drivers to stop and contact the number on the sign (number to be advised) for assistance travelling through the site.
3. JPC shall agree with the Police the location of holding lay-bys for abnormal loads.
4. advance signing required for holding lay-bys as below;

**WIDE LOADS STOP
IN NEXT LAY-BY**

Colour - Black text on yellow background
'X' height 100mm
Dimensions - 1050mm wide x 750mm deep

**WIDE LOADS STOP
CONTACT 24 HOUR
TEL. NO. - *NUMBER* -**

Colour - Black text on yellow background
'X' height 100mm
Dimensions - 1050mm wide x 750mm deep

&

**WIDE LOADS STOP
IN NEXT LAY-BY**

Colour - Black text on yellow background
'X' height 100mm
Dimensions - 1050mm wide x 750mm deep

**WIDE LOADS STOP
CONTACT 24 HOUR
TEL. NO. - *NUMBER* -**

Colour - Black text on yellow background
'X' height 100mm
Dimensions - 1050mm wide x 750mm deep



TRAFFIC MANAGEMENT METHOD STATEMENT FOR
MANAGING WIDE LOADS THROUGH THE WORKS
John Paul Construction ; A83 Stronepoint Rev01

5. When contacted the crew will travel to meet the driver / vehicle to assess the load width and required safe area for travel through the site.
6. Only when the operatives are convinced that it is safe to proceed, and that the site has been sufficiently cleared will the wide load be led through the site by the maintenance vehicle.
7. If the wide load requires any adjustments to be made to the TM to allow safe movement, the driver will be notified of the delay with an approx. duration.
8. JPC to ensure that there is enough clear path through the works when phasing the operations to ensure that vehicles can pass through if required.
9. All TM will be re-instated after the wide load has passed.

Location of Wide Load Holding Points (Note: Locations to be agreed with Police)





TRAFFIC MANAGEMENT METHOD STATEMENT FOR
MANAGING WIDE LOADS THROUGH THE WORKS
John Paul Construction ; A83 Stronepoint Rev01

Proposed East Bound Holding Point.



Proposed West Bound Holding Point.

