



Kings Gate, Amesbury Sewer Enhancement
SITE ID: C00520

TRAFFIC MANAGEMENT PLAN

The Site

Normal site working hours will be 07:30 - 17:00, Monday to Friday. Occasionally, certain activities may require work to be carried out outside of these hours; however, this will be kept to a minimum. No work will take place on Sundays or Bank Holidays. All deliveries will be scheduled with suppliers to occur within normal working hours.

The construction site comprises a welfare area (including toilets, cabins, and offices), storage facilities, a designated storage area, a car parking area, and the active construction zone (including the shaft and associated manholes and pipework).

Access

Site access is via Salisbury Road (A345), which is subject to a 30-mph speed limit.

The site gates will be opened each morning and secured each evening by the last person leaving the site. During working hours, the gates shall remain open to allow vehicle access throughout the day.

All vehicles accessing the site shall approach from the south and turn right into the site. White Railing Roundabout is located approximately 1 km to the south; vehicles approaching from the north shall use this to turn around and approach the site from the south.

Office visitors shall use the designated site car park adjacent to the site cabins (office and welfare), accessed via the site entrance and temporary site track. Upon arrival, all visitors must report to the site office and sign in using the Site Attendance Register on display.

Pedestrians

There is no designated pedestrian route from the site entrance gate to the site office. However, a defined pedestrian route is in place between the welfare area and the active construction area, which is clearly demarcated and segregated from moving construction plant.

All personnel on the site must wear the appropriate PPE in accordance with YTL Health & Safety policy. They must also be site-inducted and briefed on all relevant documentation applicable to their role.

Vehicle movements

Vehicle movements consist of:

- Staff cars
- Company vans
- External LGVs and vans
- Telehandler
- Excavator



- Crane
- Muck-away wagons
- Concrete mixer trucks
- Skip lorries
- Fuel tankers

Estimated Daily Construction Traffic

Throughout the duration of the project, traffic to and from the construction site will vary significantly on a day-to-day basis, depending on the activities being undertaken. The following provides an indication of the anticipated maximum daily traffic movements and is not exhaustive.

Early Construction Phase: approx. 4 weeks

Site establishment and import of temporary stone fill for the site compound & access route.

- 6 no. site staff
- Up to 10 no. 8-wheeled rigid tipper lorries delivering stone fill
- Up to 3 no. articulated lorries delivering plant & equipment

Main Construction Phase: approx. 27 weeks

Daily delivery of materials and removal of excavated soil.

- 10 no. site staff
- Up to 6 no. 8-wheeled rigid tipper lorries to remove excavated soil
- Up to 3 no. articulated or rigid lorries delivering materials & equipment

Final Construction Phase: approx. 3 weeks

Removal of plant, equipment, and temporary stone fill from site compound & access route.

- 6 no. site staff
- Up to 10 no. 8-wheeled rigid tipper lorries to remove temporary stone fill
- Up to 3 no. articulated or rigid lorries to remove plant & equipment.

Control of traffic

The site is level, and the temporary access track will be always maintained in good condition. A site-wide speed limit of 10 mph shall be enforced.

Parking on the site entrance, access track, and main site roads is strictly prohibited. Designated parking areas are provided on site for staff and visitors.

Parking for staff and visitors is provided in the designated car parking area in the site.

A one-way system is in place to control the majority of vehicle movements. The route runs from the site entrance, around the compound in a clockwise direction, before rejoining the access track leading to the entrance (refer to the site plan on the following page for details). Muckaway wagons and other applicable deliveries will be reversed and banked into position to aid loading/ offloading before driving out of site.

Loading and unloading of vehicles shall only take place within designated areas and under the supervision of the appointed supervisor.

KINGS GATE, AMESBURY SEWER ENHANCEMENT - TRAFFIC MANAGEMENT PLAN

PROPOSED TEMPORARY ROAD CLOSURE FOR THE DURATION OF CONSTRUCTION

ACCESS TO PAVEMENT TO BE MAINTAINED

EXCAVATOR WITH CLAMBSHELL BUCKET

SHAFT

DEMARCATED WALKWAY FROM WELFARE AREA TO SHAFT/ ACTIVE WORK AREA

BYWAY

SKIP

10ft STORE

20ft SITE OFFICE

20ft CANTEEN/ DRYING ROOM

GENERATOR

DEMARCATED WELFARE AREA

EXISTING MANHOLE

DEMARCATED WALKWAY TO WELFARE FROM SITE CARPARK

BYWAY

HGV CLOCKWISE TURNING OR REVERSE BACK AND DRIVE OUT

EXISTING TREES

SOAKAWAY - OPPOSITE SIDE OF SITE TO SHAFT. LIMITING RECIRCULATION

2 no. SETTLEMENT TANKS WITH BAUER LINES RUNNING FROM SHAFT ALONG NORTH SITE BOUNDARY THEN IN TO THE SOAKAWAY

SITE FENCING AROUND PERIMETER

TWIN FIELD ACCESS GATES SET A MINIMUM OF 6m OFF HIGHWAY

TEMPORARY ROAD WIDE ENOUGH FOR TANKER ACCESS/ EGRESS FROM A345

SITE ACCESS FROM A345 (SALISBURY ROAD) FROM SOUTH AND TURNING RIGHT INTO SITE

VEHICLES APPROACHING THE SITE VIA THE A345 (SALISBURY ROAD) FROM THE NORTH MUST PASS THE SITE AND CONTINUE APPROXIMATELY 1km SOUTH TO THE WHITE RAILINGS ROUNDABOUT. THERE, THEY MUST TURN AROUND, RETURN FROM THE SOUTH, AND FOLLOW AS DEPICTED TO ACCESS THE SITE.

TMP KEY

- ALL VEHICLE ROUTE IN AND OUT
- CAR/ VAN ROUTE ONLY
- HGV ROUTE ONLY

ASSUMING FILL HEIGHT IS 2 no. LG8 BLOCKS CAPACITY = 53m³ PER BAY

1 no. RING = ~33.5m³ INCLUDING BULK FACTOR OF CHALK

13t EXCAVATOR OR SIMILAR LOADING MUCKAWAY WAGONS REVERSED AND BANKED INTO POSITION

TWIN MUCK BAY FOR FRESH AND DRY EXCAVATED MATERIAL, THE LATTER FOR MUCKAWAY.

MATERIAL PLANT LAYDOWN AREA

MATERIAL LAYDOWN AREA

A345 SALISBURY ROAD

LYNCHETS ROAD

SHAFT STORAGE

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**KINGS GATE, AMESBURY SEWER
ENHANCEMENT - TRAFFIC
MANAGEMENT PLAN**

PROPOSED TEMPORARY ROAD CLOSURE
FOR THE DURATION OF CONSTRUCTION

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BYWAY

HGV CLOCKWISE TURNING OR
REVERSE BACK AND DRIVE OUT

PARKING FOR 9 CARS/ VANS

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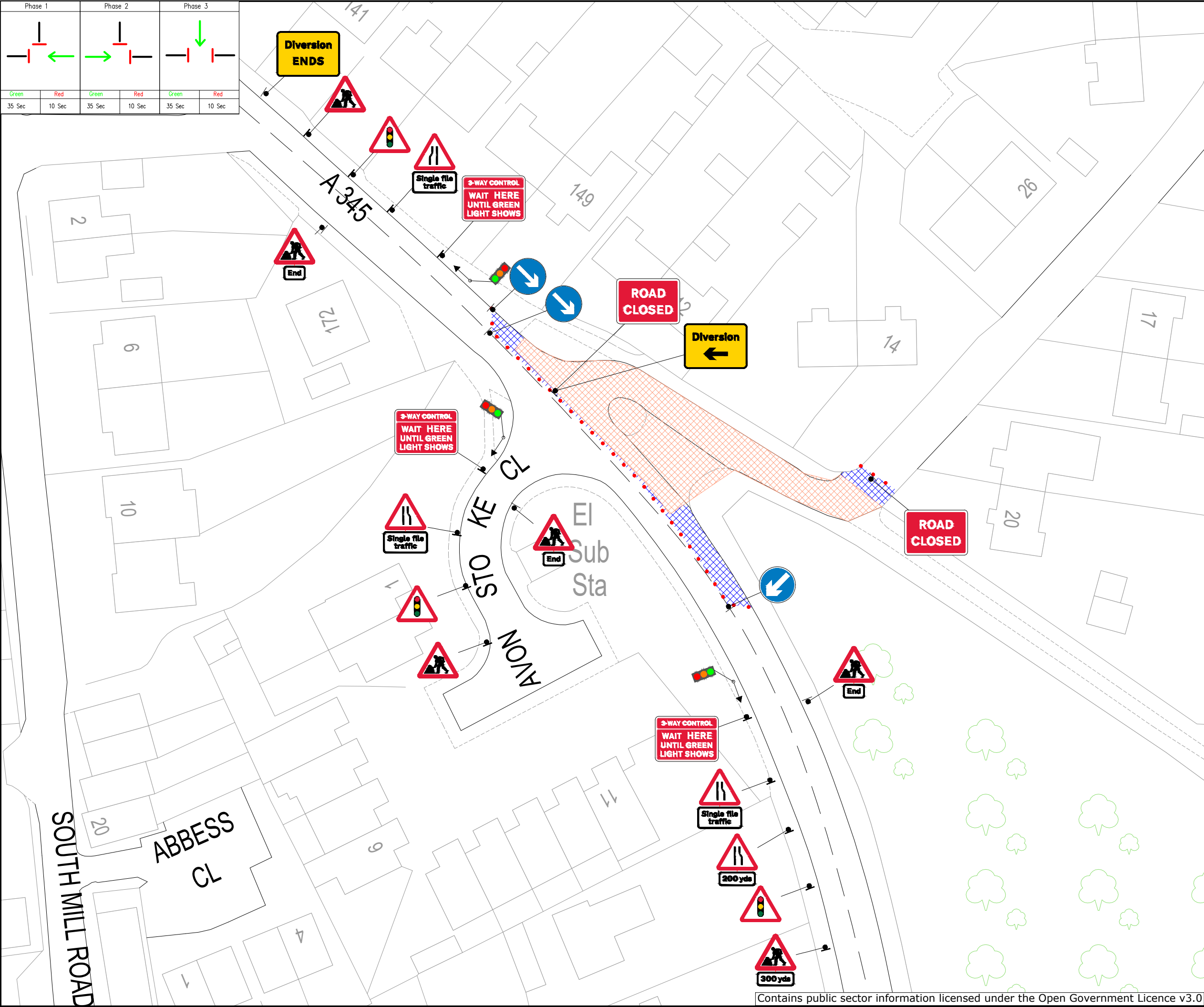
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Phase 1		Phase 2		Phase 3	
Green	Red	Green	Red	Green	Red
35 Sec	10 Sec	35 Sec	10 Sec	35 Sec	10 Sec

Chevron
Traffic Management

Drawing Notes

Cone lights spaced minimum 9m, cones to be 750 mm or 1m

All works to be carried out as per safety at streetworks and roadworks "A Code of Practice" October 2013. CPA conditions apply unless otherwise agreed.

Traffic Management Key

	Area of Works
	Safety Zones
	Road Signs
	Road Cones
	Temporary Traffic Signals
	Traffic Barrier

Site Details

Traffic Management	3-way lights
Speed of road (mph)	
Minimum sideways safety zone (S)	0.5m
Minimum longways safety zone (L)	0.5m

Additional Notes:

Drawing Office

DRAWING NUMBER	WW0857	
CONTRACT NUMBER	N/A	
PHASE NUMBER	1 of 1	
PAGE NUMBER	1 of 2	
SURVEYED BY / DATE	N/A	N/A
DRAWN BY / DATE	B.C	07/06/24
CHECKED BY / DATE	R.E	07/06/24
APPROVED BY / DATE	R.E	07/06/24
CLIENT REF	N/A	
SCALE @ A3	NTS	

REV		BY	DATE
A	FIRST ISSUE	B.C	07/06/24
B	AMENDED AS PER REQUEST	??	dd/mm/yy
C	AMENDED AS PER REQUEST	??	dd/mm/yy
D	AMENDED AS PER REQUEST	??	dd/mm/yy

Client

Wessex Water
YTL GROUP

Site Address

Salisbury Road
Salisbury
SP4 7HH

Co-ordinates, Latitude - Longitude

51.167832, -1.774678