

Blythe Bridge,
Stafford

Haul Road Operation Statement

Project Ref: MC/12629
Second Issue

06 July 2021



Client
St. Modwen Homes

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1.0 Brief Description of the Works / Plan

Temporary haul road to provide access to the development site, following an earlier approval for the same, which previously operated effectively between February 2019 and February 2021. This solution will enable construction traffic and residential traffic to be separated, as the construction traffic would solely use the proposed haul road, and residential (and sales) traffic would use the main site access off the A521. Preventing this interference between construction and residential traffic will reduce the risks of any potential health and safety hazards, to protect site operatives, sales traffic/future occupants and new residents.

During previous operation of this haul road, traffic control measures were introduced along Woodlands Lane which worked well, as acknowledged by Staffordshire Moorlands DC and local residents. The traffic control measures and all other necessary existing measures would remain in place throughout any extended use of the haul road.

Haul road construction is based on the following information:

- Design & Check Certificate for Temporary Works–Haul Road, Bridges Pound Ref TW650-01 Sep 18.
- Site Logistics Plan – Baynham Meikle plan R9051-BML-18-XX-DR-C-2201 E.

A full set of site-specific RAMS have been produced for the haul road. This document is meant to provide a description of the general operation of the haul road and associated safety measures only.

2.0 Method of Operation

From the above information and agreement with SMH, the following has been identified as the typical method of daily operation for the haul road:

- 2.1 SMH have previously given notice to all local neighbours about the haul road works and updated notification will be given regarding the proposed extension to the time period for using the temporary haul road.
- 2.2 Prior to any works along Woodlands Lane, SMH undertook a photographic survey of the roadway / verges to record the existing condition for defects / dilapidation.
- 2.3 Haul road construction to be implemented in line with the documents listed above including all traffic management, signage, security and drainage measures.
- 2.4 The haul road has been inspected by a competent person to ensure it has been completed to a suitable standard and in line with the approved documents.
- 2.5 Suitable welfare and temporary utility connections will be established and maintained throughout the works.
- 2.6 A competent person will inspect the haul road / site setup measures at the start and end of each shift to ensure they are in a safe / suitable condition.
- 2.7 The haul road will cross-fall away from Woodlands Lane houses and toward the field.

- 2.8 Any surface water run-off from the haul road will drain to the new filter trench/French drain running alongside the road.
- 2.9 The new haul road will be accessed off the existing junction of Woodlands Lane with Uttoxeter Road adjacent B&R Motors.
- 2.10 Haul road times of operation will be as stipulated by the planning authority.
- 2.11 Shared haul route / Woodlands Lane stretch, whilst in operation, will have constant banksman and stop sign management from both the Uttoxeter Road entrance and the proposed gate onto SMH land. This operation will provide 1-way / priority usage of the existing stretch of woodlands lane to ensure safe access/egress of all users. Banksman communication/coordination will be maintained via radio.
- 2.12 Woodlands Lane residents will be given priority access / egress at all times, managed by the SMH banksmen.
- 2.13 The existing public right of way, that utilises Woodlands Lane, will be maintained throughout the duration of works. PROW users will be given priority by the SMH banksmen and will be escorted through the length of Woodlands Lane affected by the haul road works.
- 2.14 Pedestrian refuges will be provided to the side of the haul road on Woodlands Lane to allow for safe standing areas should conflict with vehicles (errant drivers) occur.
- 2.15 Site access into the SMH land will be manned by a banksman and have site security / gates in place. Gates will be manned throughout the times of operation on site and will be made secure at the end of work shifts.
- 2.16 Gates to the PROW will be surveilled throughout the times of operation on site to ensure any users are safely escorted along the haul route.
- 2.17 At the end of work shifts the PROW will be left unobstructed and open to public use.
- 2.18 Within the SMH land the haul road will operate under a 1-way priority system with waiting/passing bays provided to allow HGV (Articulated vehicle) waiting.
- 2.19 The haul road geometry is straight through the site therefore visibility is not an issue. Communication along the haul road will be maintained between banksmen via the use of radios.
- 2.20 A second pair of gates will be installed with a banksman where the haul route crosses Woodlands Lane again at the southern end. This will ensure access is retained to the farmers field.
- 2.21 The operation/maintenance of the haul route will be monitored by SMH and improvements made where necessary.
- 2.22 Site security will be monitored daily and repairs / improvements made where necessary.

3.0 Implication to Third Parties / General Public

Care will be taken at all times to ensure that no hazards are posed to the general public by following the SMH safe systems of work and associated risk assessments.

PROW users and Woodlands Lane residents will be given priority over vehicles.

4.0 Traffic Management – Access / Egress

A traffic management plan will be in place on site indicating the traffic routes of plant and vehicles involved with the project and site operations. This will be briefed out to site staff during site induction and will be recorded on the induction register.