



## **TRAFFIC MANAGEMENT PLAN FOR JOPA SAFE MARKET**

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# 1. Introduction

## 1.1 Purpose

This Traffic Management Plan (TMP) seeks to ensure safe passage of all road users along and within the Jopa Market work site by prudent management of traffic flow. This includes, the travelling public, site construction work force and later on the market users including traders, suppliers and customers. It also serves to establish a basis by which the contractor will minimize disruptions to users of the existing road (drivers and pedestrians) site during construction.

## 1.2 Scope of the traffic management plan

The applicability of the Jopa market (TMP) is primarily during the construction phase - Mainly focused on the contractor's responsibilities; whilst implementing site works. Secondly - during the post construction phase – Mainly focussing on the management of all road users in the use of the market area, to include pedestrians, all travelling public and market beneficiaries.

This plan addresses,

- General traffic flow and public interface,
- Pedestrian crossing and movement,
- General vehicle interaction,
- Speed control onsite, and on existing road adjacent to the site,
- Traffic related communications during construction and after,
- Signage and road demarcation,
- Blind spots and corners,
- Vehicle safety standards,
- Operational machinery and
- Restricted areas.

## 1.3 Responsibilities

During the construction phase, implementation and monitoring of adherence to the (TMP) will be the responsibility of the contractor's Health, Safety, Social and Environmental (HSSE) officer in liaison with other relevant road and traffic safety stakeholders in accordance with all laws and the Roads Act. The HSSE officer is to ensure;

1. All heavy equipment and traffic operators are licensed and fully qualified to operate such machinery,

2. All workers are trained appraised of the road and traffic related risks onsite,
3. Site access points are adequately signed and secured,
4. Adequate communication and liaison with appropriate traffic or law enforcement agencies for assistance with traffic control as and when required during construction,
5. Minimal disruption to traffic on the existing highway during construction,
6. Adequate and timely communication and recording all traffic related incidents.
7. All relevant signage is properly maintained and in place.

Post construction, implementation of this (TMP) becomes the responsibility of the Jopa Market Committee in coordination with the relevant local authority and road and traffic safety authorities as per the Roads act and other relevant acts e.g. Urban councils and Rural councils acts.

## 2. Operational standards.

*The contractor's representative is to ensure adherence to the following safety measures and provision for passage of all traffic during construction is undertaken in a safe manner:*

- Entry and exit signage to the site is located at well signed areas with clear traffic control measures in place to warn vehicles on existing highway.
- Designated pick up and drop off areas for material required onsite are properly signed.
- Designated pedestrian crossings are demarcated and supervised.
- Proper barricades or demarcation of the site boundary.
- Traffic/crossing controllers utilise safety aids and personal protective equipment (PPE) for adequate traffic control:
  - Flags
  - High visibility jacket.
- Pedestrian walkways are physically protected from designated roadways by:
  - barricades
- Speed restriction and construction warning signage is clearly displayed along the highway:
- Speed controlling aids are in place to restrict vehicle speed on site: (e.g. speed humps, ramps).
- Other considerations or risk controls that need to be include
  - Traffic flow impeded by vehicles picking up or dropping off hitchhikers
  - Blind spots

*The following safety arrangements and features are in place to minimise the risks associated with vehicle parking:*

- Car park is made available for all site visitors and stakeholders,

- Car parking areas are clearly designated with marked parking bays and signage displayed.
- Signage identifying the whereabouts of the Site Office is clearly visible from the car park.
- Other considerations or risk controls that may need to be documented?

Pedestrian only pathways

*The following safety arrangements and features are in place when large vehicles or mobile plant such as TLB'S and excavators are required to move around the worksite:*

- Prior to entering the Jopa market worksite, drivers of large vehicles must report to the contractors HSSE office to arrange for a member of staff to act as a "spotter" to supervise vehicle movements whilst on site.
- Operators of mobile plant are not allowed to operate any equipment under the influence of any intoxicating substances.
- Worksite speed limits to be set with clearly displayed signage located at strategic points.
- Other considerations or risk controls that may need to be documented?
  - Roadways are of sufficient width to allow for safe movement of vehicles and plant on site.

*The following safety features are in place to ensure that deliveries of various items to the worksite is undertaken in a safe manner:*

- Clearly marked designated courier and/or delivery drop off points e.g. marked loading bays, signage etc.
- Worksite speed limits set with clearly displayed signage located at strategic points:
- Speed controlling devices are in place to restrict vehicle speed on site:  
e.g. Speed humps.
- Other considerations that may need to be documented?  
Restricted areas and barricades for vehicles.

## **2.1 Identified hazards and impacts**

- Blind spots - the work site is located next to a curve, therefore, such a blind spot poses the risk of road accidents at entry and exit to the site during and after construction.
- Stray animals - pose the risk of disrupting traffic flow and may cause accidents.
- Pedestrian interaction - movement of school children and other pedestrians close to the site junction poses risks of incidents.
- Fast moving vehicles- fast moving taxis and vehicles on the highway may pose increase the hazard at entry and exit points ,
- School children- Large numbers of pedestrian children require extra caution adjacent to the site,

- site access- entry and exit,
- Vehicle interaction ,
- Heavy traffic- includes mobile plant entry and within the site,
- Traffic disruptions,
- accident risks,
- Trip hazards and overhanging wires,
- Breakdowns,
- Construction debris –from the work site onto the existing road.

## 2.3 Control measures

*The following measures are useful in mitigating risks related to works onsite.*

- Flagging,
- Road markings,
- Adequate signage,
- Ramps ,
- Humps or berms, speed limits, training,
- Proper street lighting ,
- Pedestrian barriers, pedestrian routes segregated from vehicles training ( workers and road users),
- Proper loading and unloading bays,
- Good driving practices,
- Site designed to minimise reversing,

*The following measures are useful in mitigating risks related to post construction operation of the market;*

### ***Entry and exit point controls-***

- Provision for turning/ slipper lanes – to minimise congestion in the highway and disruption of traffic flow.
- Pedestrian crossing – marked and signed.
- Security personal for entry regulation and traffic flow control.
- Pedestrian entry and exit points- to minimise pedestrian and vehicle interaction and minimise risks of accidents.

### ***In- market traffic flow-***

- Parking bays – marked and signed for potential customers.
- Loading and unloading bays – for deliveries from farmers and other inputs required by vendors for smooth operations.
- Traffic control personnel- to direct traffic within the market and minimise, blockages and congestion within the market space. Traffic control personnel may also monitor the type of vehicles entering the market, e.g. long distance buses and taxis.
- Pedestrian pathways – well marked and signed for customers.
- Speed control and regulation.
- Humps/ grids- internally and adjacent to entry points.
- Signage – speed limits, reduce speed warnings and intersections as provided for in the traffic signs and symbols codes.
- Truck height warning- to ensure overhanging wires are not disturbed.

### ***Operation***

- Market operating hours- considering traffic flows, peak activity periods.
- Lighting- proper lighting during the night.
- Pedestrian walks – outside the market boundary.
- Provision of bus stops – for travellers around the Joppa area to include but not limited to vendors to and from the market and customers.

## **2.4 Resources**

*For prudent traffic management the following resources may be necessary;*

- Fixed barriers,
- signage site and approach,
- Traffic cones,
- Pedestrian barriers,
- Site security,
- Barricade tapes,

### **2.5 Key stakeholders concerns and engagement**