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	<b>TRAFFIC MANAGEMENT PLAN</b>	
	<b>REVIEW DATE 01/July /2021</b>	
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## **MBAKO PROJECTS AND TRADING ATTRIDGEVILLE SITE**

# **Traffic Management Plan**

### **DOCUMENT INFORMATION & CONTROL**

#### **CONTRACT DETAILS**

<b>Scope:</b>	<b>UPGRADING OF ROADS AND STORM WATER SYSTEM IN ATTRIDGEVILLE PHASE 2</b>		
<b>Contract Number:</b>	RTD 01-2016/17-T1DC31		
<b>Client:</b>	<b>CITY OF TSHWANE METROPOLITAN</b>		
<b>Doc No:</b>	MBA	<b>Written By:</b>	D.M MOTSEPE
<b>Rev No:</b>	01	<b>Approved By:</b>	JOSIAH DOOKA

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## INTRODUCTION

In accordance with MBAKO PROJECTS strategies, the company proposes the following Traffic Management Plan for the above project.

MBAKO PROJECTS acknowledges that its activities have an impact on the safety of employees and members of the public in many ways and wishes to reduce the detrimental effects of these activities. Therefore, this Traffic Management Plan has been designed to provide a clear understanding of the procedures and responsibilities of MBAKO PROJECTS and its Contractors, to ensure effective traffic management of the Project.

## OBJECTIVE

The primary objective of this plan is to minimize the potential traffic incidents relating to the Company's operations by adhering to the legal, regulatory and Client requirements. Ultimately, MBAKO PROJECT aims to demonstrate best traffic management practices in an attempt to maintain a safe and sustainable traffic accommodation that is in line with the Client's objectives.

This plan addresses:

- General public and traffic interface
- Maintenance crews on roads;
- Vehicle interaction and speed;
- Company vehicle operator training;
- Road conditions;
- Communications;
- Traffic control;
- Road demarcation and signage;
- Restricted areas and escort vehicles;
- Operational machinery;
- Blind crests and corners;
- Excavations;
- Transporting of material from and to site;
- Vehicle safety standards;
- Road rules;
- Equipment and vehicle inspections;
- Defective light vehicles and mobile plant; and
- Emergency preparedness

## ROLES & RESPONSIBILITIES

### Managing Director – (Section 16(1) Appointment)

- Implementation and review of the Company SHEQ policy, and delegation of Traffic management responsibilities;
- Legal compliance;
- Employee welfare;
- Provision and allocation of resources for Traffic Management.

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### Director – (Section 16(2) Appointment)

- Ensure areas of responsibility are compliant with legislation and the SHEQ policy relevant to activities conducted;
- Participate in the monitoring of the implementation of the Traffic Management Plan for area of responsibility;

### Contracts Manager – (Section 16(2) Alternate 1)

- Ensure Traffic Management Plan requirements are implemented and monitored for area of responsibility to enable legislative compliance;
- Ensure communication/consultative mechanisms are established;
- Ensure appropriate Traffic Management Training is provided;
- Monitor Traffic Management performance of area of responsibility;
- Dedicate appropriate resources to enable Traffic Management functions in area of responsibility.

### Site Manager – (CR 8(1) Appointment)

- Ensure activities of the workplace comply with Traffic Management Plan requirements;
- Ensure employees are provided with the necessary instruction, information, Training and supervision to enable work to be carried out successfully;
- Ensure the implementation of corrective actions as a result of incidents;
- Monitor Traffic Management performance of workplace.

### Foreman – (CR 8(7) Appointment)

- Ensure that work areas under their control are without traffic risk;
- Ensure employees and others are trained in and adhere to Company and legislative requirements and guidelines;
- Report traffic risks or difficulties to Senior Managers or Traffic Officer;

### SHE Officer – (CR 8(5) Appointment)

- Assist and support Company management in consultation on strategic Traffic Management issues affecting the Company as a whole and implementation of Traffic Management improvements and including: -
  - ✓ Monitoring the traffic management performance of the Company;
  - ✓ Providing recommendations to improve traffic management performance;
  - ✓ Overseeing activities of any sub-committee or working parties reporting to it;
  - ✓ Improve communication and awareness across the Company.

## ENGAGEMENTS

- 4.1 All employees on site (including Contractor employees) will have responsibility for traffic control pertaining to individual work activities.
- 4.2 To ensure effective functioning of the Traffic Management Plan, formal internal audits and inspections will be implemented and conducted and corrective action taken where applicable.

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- 4.3 Incidents logged in Incident Register will be reviewed by the Site Manager for assessment of trends and corrective initiatives.
- 4.4 Where inconsistencies are identified, the issue shall be investigated and attended to.

## HAZARDS IDENTIFIED

Identified hazards to people working or travelling in, through or around the road construction areas or infrastructure road system include:

- General public and traffic interface;
- Maintenance crews on roads;
- Vehicle interaction and speed;
- Company vehicle operator training;
- Road conditions;
- Communications;
- Traffic Control;
- Road demarcation and signage;
- Restricted areas ;
- Operational machinery;
- Blind crests and corners;
- Excavations;
- Protruding Rebar's
- Vehicle safety standards;
- Journey management;
- Road rules;
- Equipment and vehicle inspections;
- Defective light vehicles and mobile plant;
- Security of equipment and personnel on site;
- Overloading of tippers;
- Improper cover of material using bin covers;
- Slippery road conditions;
- Public narrow road width;
- Operating under the influence of alcohol;

## GENERAL PUBLIC INTERFACE

- 6.1 Due to interface with the general public, extra precautions are required to restrict access or control traffic into or through the project area.
- 6.2 This will be achieved by the use of flag personnel, demarcations and the posting of signs to notify the public that beyond a designated location is a project area and access is restricted to project personnel and contractors only.
- 6.3 For the vehicles/ mobile plant leaving and coming to site, the traffic control lights on street intersection will be utilised. If the traffic control lights are not functioning on such intersection, the matter will be reported to the relevant department. Meanwhile the Flag personnel will be allocated to control traffic.

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## MAINTENANCE CREWS ON THE ROADS/ SHORT TERM WORKS

- 7.1 The scope of the works for short term work will be as per attached **SANRAL MANUAL: APPENDIX B- EXTRACTS FROM CHAPTER 13, VOLUME 2 OF THE SOUTH AFRICAN ROAD TRAFFIC SIGNS**

## FLAGGING

- 8.1 The flag personnel will be competent and well trained to control vehicles.
- 8.2 The primary function of a flag personnel is to guide the flow of traffic (loaders, dozers, dump trucks, excavators, automobiles, etc.) safely and expeditiously through or around work areas or where traffic lanes are intermittently blocked and when traffic control lights are out of order.
- 8.3 The flag personnel must be clearly visible from a distance to permit appropriate response to the flag personnel's instructions by a vehicle operator.
- 8.4 If at any point the flag personnel is not visible while traffic control lights are not functioning, all equipment moving out of site to the main route must be shut down till the flag personnel is allocated.
- 8.5 Hand signalling devices (RED flags) shall be used in controlling traffic through work areas.
- 8.6 Flags used for signalling purposes shall be at least 450mm square, made of a good grade of RED material, and securely fastened to a staff approximately one metre in length.
- 8.7 Yellow flashing lights must be used during periods of darkness or poor visibility.
- 8.8 Due to the priority Mbako Projects places on human safety, the selection of capable personnel is essential. Flag personnel shall wear work suite with reflective strips and lime reflective safety vest as an outer garment.
- 8.9 Reflective clothing must be worn at all times.
- 8.10 Flagmen will be given instruction and training by their Supervisor and a safety officer to develop a clear understanding of their duties and responsibilities for Pave road project.
- 8.11 As a minimum, instruction and training should include: Communications; Attitude; Safety equipment; Tools; Hand signals; Location or positioning; Action(s) for directing traffic; and Emergency procedures.
- 8.12 Project/Site Management must approve and verify that appropriate training has been conducted for each flag personnel prior to their being utilised on public roads.
- 8.13 It is important for the flag personnel to remain in full view of all vehicles and to avoid standing in congested areas.
- 8.14 Under no circumstances should flag personnel stand in the lane being used for moving traffic.
- 8.15 Flag personnel should stand adjacent to lanes where vehicles and equipment are travelling.
- 8.16 To stop traffic, the flag personnel shall face approaching traffic and extend the flag horizontally across the traffic lane in a stationary position so that the full area of the flag hanging below the staff is visible. The free arm may be raised with the palm turned toward approaching traffic.
- 8.17 When it is safe for the vehicle operator to proceed, the flag personnel shall turn parallel to the traffic movement. When the flag is used, drop the arm with the flag to lower it from the view of the vehicle operator and motion traffic ahead with the free arm. The red flag shall never be used to signal traffic to proceed.
- 8.18 To slow traffic with the flag, the flag personnel shall give the stop signal and then change to the signal to proceed before the vehicle comes to stationary.

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## RESTRICTED AREAS AND ESCORT VEHICLES

### RESTRICTED AREAS

- a) Site personnel will be informed as to the restricted areas of the project.
- b) These areas are not to be accessed without authority from the Site Manager.
- c) The speed limit for the project is to be limited to a maximum of 10 Kph on site.
- d) National road rules apply to all roads.

### ESCORT VEHICLES

- a) For large or non-routine loads, an escort vehicle provided by the Contractor should be used in front of and when necessary, behind the vehicle or mobile equipment.
- b) Other vehicles must be escorted at the Contracts Manager's discretion.
- c) Drivers entering site must wear the correct PPE.
- d) To minimise the potential of light vehicles entering the blind spots of heavy vehicles, all other equipment and light vehicles and mobile equipment are to give way to heavy vehicles operating on site. If possible light vehicle to be parked and individuals to walk around site.

### VEHICLE SPEED

- 10.1 Unless otherwise stated (i.e. by means of memo or signage), the following speed restrictions shall apply at all times:
  - i. General speed limit – 10 kph on site; and
  - ii. Areas of increased hazard (i.e. road works and work groups) – not more than 10 kph.
- 10.2 Personnel operating a vehicle on any road, **MUST ALWAYS DRIVE TO THE CONDITIONS**, regardless of the posted speed limit signage, e.g. slower in wet weather or poor visibility etc.
- 10.3 Drivers to obey speed limit signs on public roads.

### EXCAVATIONS

- 11.1 For excavations on roads, barriers will be put in place to prevent vehicle access to the trench.
- 11.2 The barriers must be a suitable height and constructed of high visibility material to make them easily seen by the largest vehicles driving through.

### TRANSPORTING MATERIAL FROM AND TO SITE

- 1.1 Driver to check the load and ensure that the truck is not overloaded and the load is properly secured/covered before driving off.
- 1.2 Drivers to check the tail gate and ensure that it is properly closed, and to clean the rear bar of material such as loose rocks before driving off.
- 1.3 Drivers to engage the lowest gear and be cautious when driving on declining steep of the road, especially at the dumping site.
- 1.4 Drivers to drive as far away as possible from the edges, when driving in and out of the dumping area.
- 1.5 Drivers to ensure before lifting the bin of the truck that, the area where the truck is parked is level and stable to minimise a risk of a truck overturning.

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## LIGHT VEHICLE DRIVER TRAINING

- 12.1 All personnel operating a light vehicle shall have the required authorized licence.
- 12.2 Light vehicle driver assessments will include both theory and practical competencies and personnel must pass in order to be deemed competent to operate a vehicle on any project facility.

## VEHICLE SAFETY STANDARDS

- 13.1 Seatbelts must be installed for each seat in a vehicle and worn at all times by all personnel travelling in the vehicle.
- 13.2 Vehicle capacity, stability and terrain capabilities will be considered when selecting suitable light vehicles and mobile equipment for the project facilities.
- 13.3 The responsible vehicle operator shall, at the commencement of each day and when taking over a vehicle, complete a pre-use inspection checklist and signed off by the relevant supervisor/foreman.
- 13.4 Safety officer shall conduct spot checks on mobile plan to ensure adherence to safety standard.

## DEFECTIVE VEHICLES AND MOBILE EQUIPMENT

- 15.1 Any safety related fault or defect in a vehicle or mobile equipment must be reported immediately to the responsible Mechanic and/or Supervisor/Immediate Line Manager.
- 15.2 An unsafe vehicle or unsafe mobile equipment must have a completed "Out of Service" tag attached to the ignition switch, steering wheel or controls in the Operator's cabin.
- 15.3 Light vehicles and mobile equipment with an "Out of Service" tag shall not be driven by any persons other than Maintenance Personnel required and authorised to move them for repairs.

## NO GO CONDITIONS

- 16.1 Under no circumstances may a vehicle be driven if any of the following no-go conditions exist:
  - i. Defective brakes
  - ii. Defective steering
  - iii. Radiator water leaks
  - iv. Oil leaks
  - v. Defective or no headlights
  - vi. Defective or no brake lights, defective or no reverse lights
  - vii. Smooth or incorrectly inflated tyres
  - viii. Indicators not working
  - ix. Mirrors damaged or missing

- 16.2 The driver must report all no-go conditions immediately to the responsible Mechanic.

## SIGNAGE

- 17.1 To give clear direction;
- 17.2 Be visible and not obscured;

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- 17.3 Be maintained;
- 17.4 Be reviewed regularly for relevance;
- 17.5 Flashing lights will be placed to warn drivers of any hazards present at night or in poor visibility.

## COMMUNITY RELATIONS

- 18.1 During the set-up phase of the Project, Interested and Affected Parties shall be contacted.
- 18.2 The community shall be notified of any known risks associated with the construction site and its activities.
- 18.3 Any complaints received shall be recorded on the Complaints Register which is to be kept on site.
- 18.4 This is to include complaints lodged by members of the public.
- 18.5 If road closures are required, 'Notices of Road Closure' during construction must be erected at least five days in advance in order for communities to plan accordingly.
- 18.6 Where service disruption is inevitable, the Engineer will be notified at least 7 days in advance, to warn the affected parties.
- 18.7 Where applicable, 'before and after' photographs of the area along the servitude shall be taken prior to construction to settle any potential disputes by communities.

## EMERGENCY PROCEDURE AND CONTACT DETAILS

- 1.6 Competent emergency response team will be established to deal will emergency situation.
- 1.7 Emergency kiosk will be demarcated on site camp, which will contain fire extinguishers, emergency numbers etc.
- 1.8 Emergency assembling point will also be allocated and everyone will be made aware of emergency evacuation process, via induction training.
- 1.9 Evacuation procedure (sketch) and emergency numbers to be displayed on site, especially at the entrance.

## REVIEWING PROCESS

Any diversion or changes required from this traffic management plan, should be discussed with the Site Manager and Safety Officer. Such discussion should be documented detailing the reason for diversion as well as clear instruction of the alternative process to follow. The Site Manager will then review and approve the alternative process, then changes will be done in accordance with control of documents

NAME AND SURNAME	DESIGNATION	CONTACT NUMBERS
JOSIAH DOOKA	Operational Director	073 4402856/ 012 5460219
KGOMOTSO NKWE	Technical director	066 472 2860/ 012 546 0939
HORST MARONJE	site Manager	072 195 9008
DANNY MOTSEPE	Site safety officer	072281 7247
HENDRICK MAPONYANE	Site supervisor	079616 1783
<b>SAPS</b>	Attridgeville Saps	012 373 2400

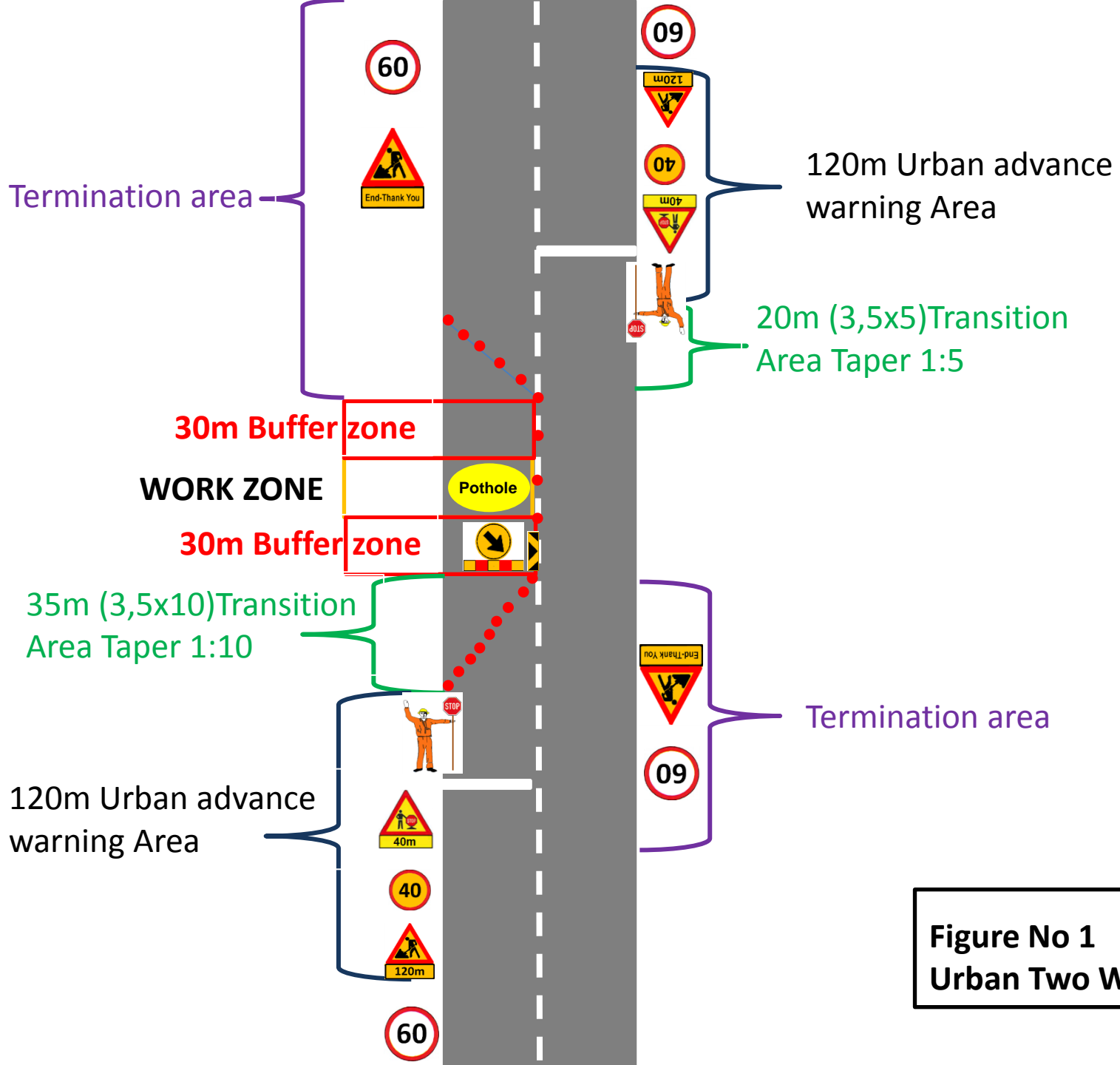
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<b>HOSPITAL</b>	Kalafong hospital	012 318 6400
<b>FIRE BRIGADE</b>	Fire station	012 358 1905
<b>TRAFFIC DEPARTMENT (METRO)</b>	METRO	012 358 9450
<b>GENERAL QUERIES</b>		

**APPROVED BY:**

Name _____ & _____ Surname: _____ <b>Mbako Projects Manager</b>	_____ <b>Signature</b>
Name _____ & _____ Surname: _____ <b>Client (she consultant )</b>	_____ <b>Signature</b>

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**Figure No 1  
Urban Two Way**

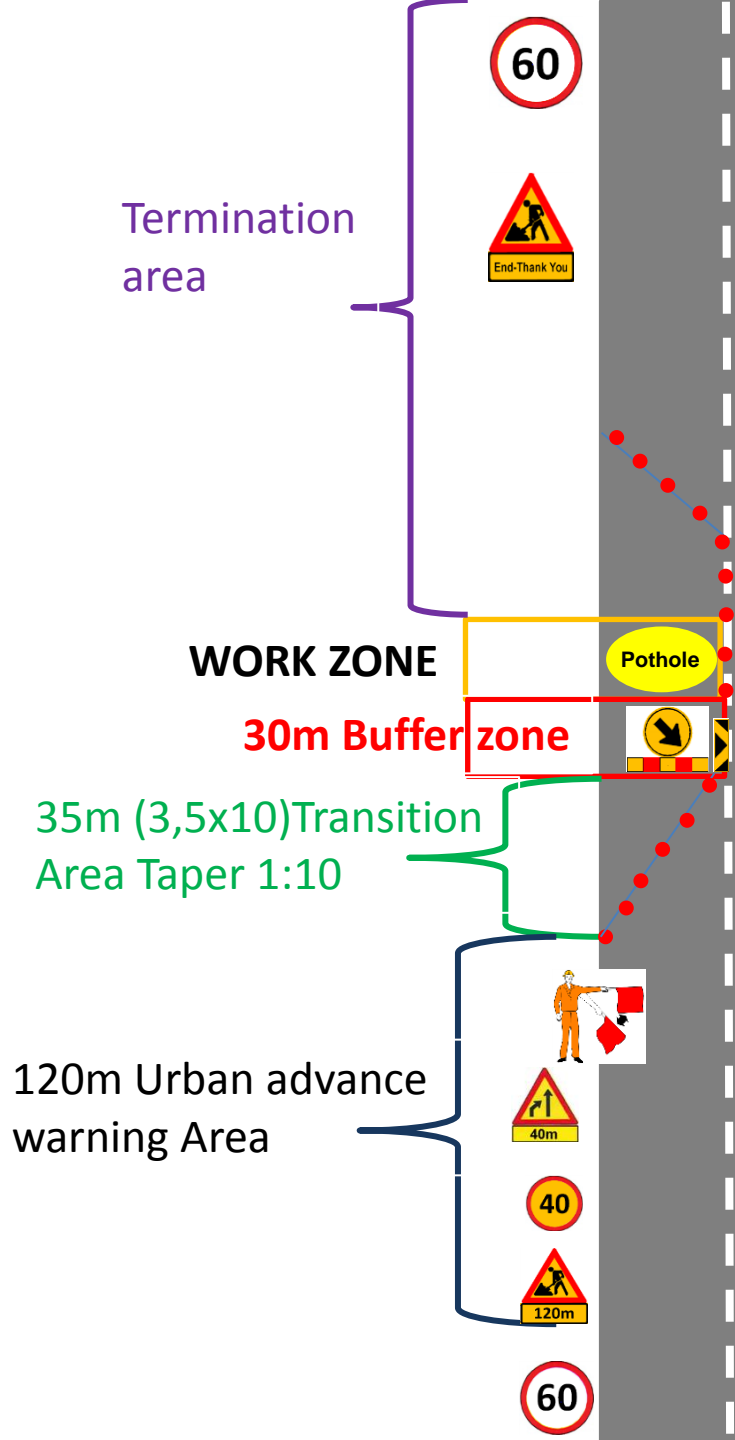
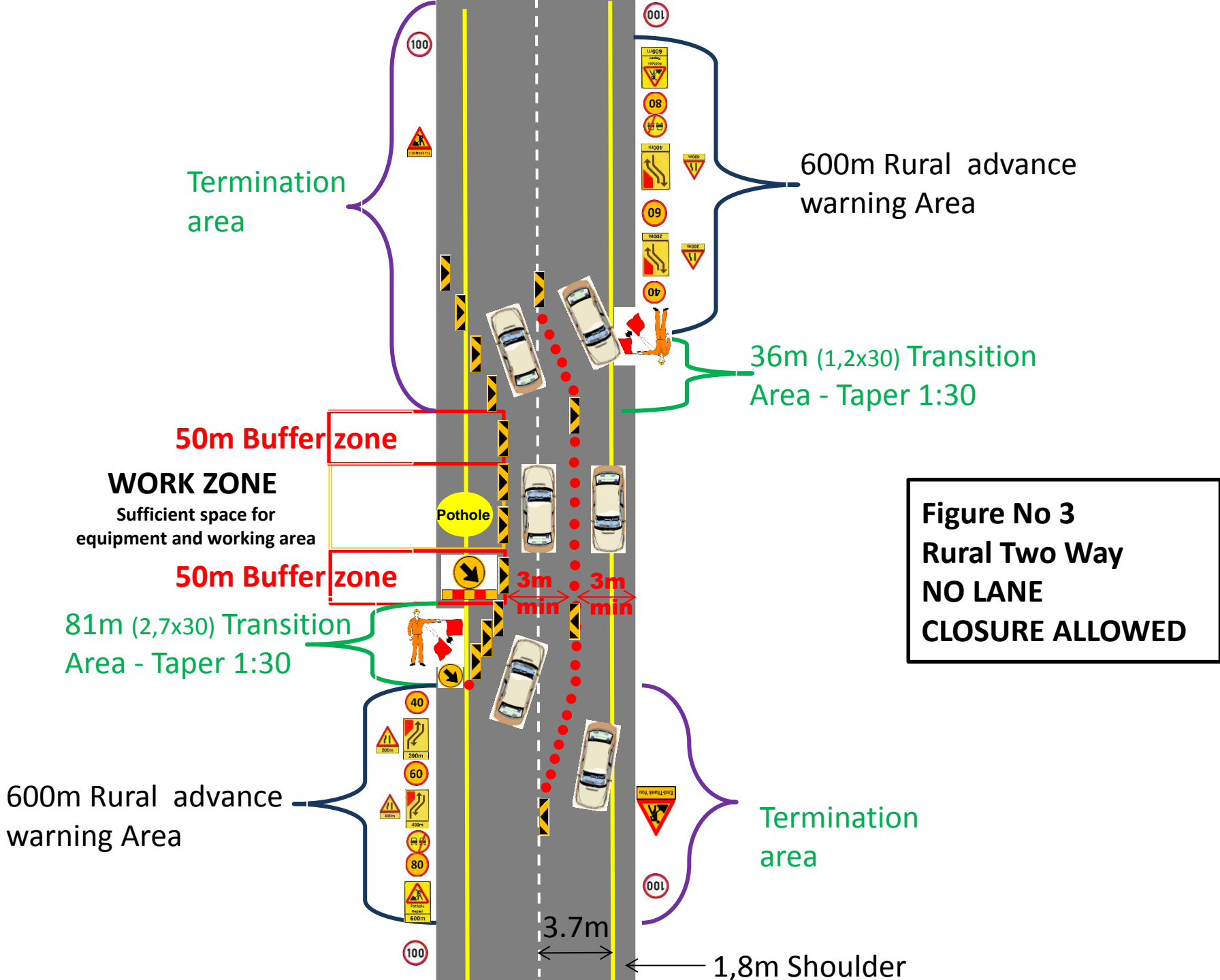
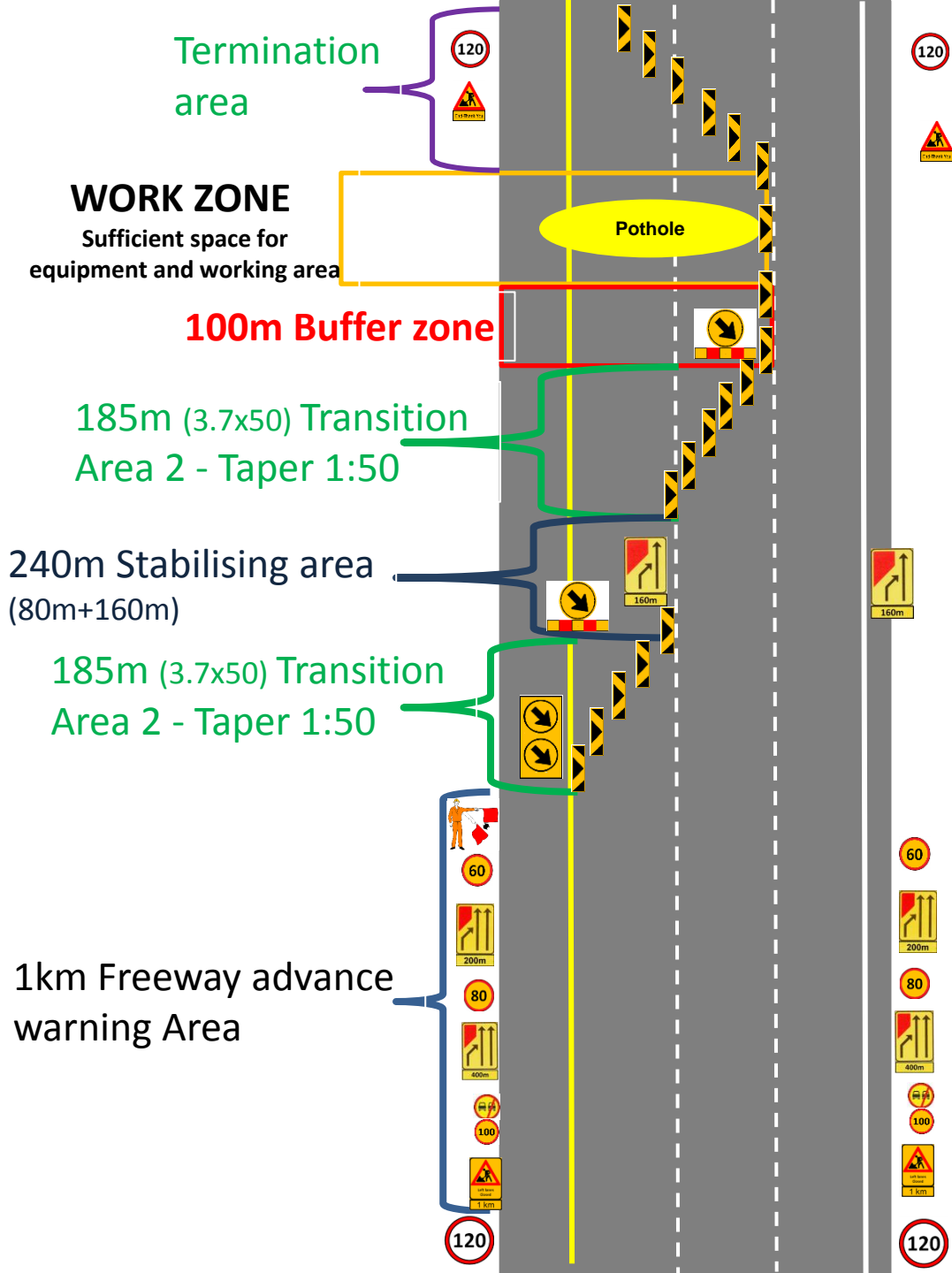


Figure No 2  
Urban One Way



**Figure No 3**  
**Rural Two Way**  
**NO LANE**  
**CLOSURE ALLOWED**



**Figure No 4  
Freeway TWO LANE  
CLOSURE**