

Appendix M

1. Introduction

There is a sewage treatment plant under Dhaka WASA which is called as Pagla STP. This STP is situated in the south-eastern part of Dhaka city. Dhaka WASA is going to construct a new treatment plant at the current site as the old one is in dire condition. This work is being conducted under Dhaka Sanitation Improvement Project (DSIP). The overall works include rehabilitation of existing trunk mains along with construction of new treatment plant. The mentioned works is expected to increase traffic as construction materials will need to be transported to site using different vehicles. In some cases, some portion of the roads along the trunk mains may get inaccessible due to laying of sewer lines by open excavation or micro-tunneling method. Different type of vehicles that may enter on the site range from light vehicles, road trucks, front end loaders, articulated or ridged haul trucks, graders, drill rigs, excavators, scrapers etc. This traffic management plan shall identify control measures to address issues related risks to health and safety due to additional traffic movement.

2. Purpose

The purpose of this traffic management plan is to establish the minimum health and safety requirements for vehicles, design of roads and operating areas to ensure workers and other persons are protected against harm from the induced traffic activities.

3. Vehicles and Mobile Plant

All vehicles entering the site shall have as a minimum:

- A rotating orange flashing light operating at all times; and
- Maintained in a roadworthy condition.

All vehicles shall comply with the above in addition to the following requirements:

- Head lights, front and back indicator lights and brake light;
- A fire extinguisher & First-aid kits;
- Serviced as per manufactures instructions;
- Safe operating procedures and emergency plans are located in the vehicle.
- All personnel driving a vehicle on a Pagla STP site shall have a current valid driver's licence.
- All mobile plant shall use horn signals to alert other workers and vehicle operators of the vehicles intent to move from its position.

3.1 Parking Areas

All park areas shall be well illuminated with artificial lighting to safely move about vehicles, parking and crossing areas when working hours dictate starting / finishing times are prior to day break or after sun set (insufficient natural light present). The car parking areas should be properly defined with signs. Speed limits as per national standards for different vehicles should be adequately made visible on sign boards posted at entry and exit points.

3.2 Pedestrian Crossings

Pedestrian crossing shall:

- Be used in areas with high levels of pedestrian traffic;
- Be signed posted and clearly defined crossing areas;
- Have signage on road ways 200 m prior to the crossing, to alert approaching drivers and operators; and

3.3 Prevailing Weather and Environmental Conditions

- All drivers and operators of light vehicles, mobile plant and road trucks shall reduce the operating speed by 10 Kph and drive to environmental conditions during rain events.
- All roadways and mobile plant operating areas shall be inspected daily and more frequently during and after heavy rain events for any signs of cracking, sinking or slippage.
- All vehicles operations shall cease immediately when the vehicles steering, braking or accelerating operations become uncontrolled during rain events or when instructed by site supervision.

3.4 Intersections, Crests and Corners

All intersections, crests, corners on roads where mobile plant operate, shall be eliminated, where reasonably practicable. Where they cannot be eliminated, the road shall be clearly signposted (e.g. reduced speed limits, warning signs upon approaching the intersection, crest or corner, right of way rules, give way or stop rules).

4. Information, Instruction and Training

The Contractor shall ensure:

- All vehicles and mobile plant have been assessed for risks to health and safety and procedures generated for their safe operation;
- Additional procedures are in place for the refuelling of vehicles, escorting of vehicles, maintenance of roadways, extreme weather events and emergencies;
- Operators have been instructed, trained in the safe operating procedures and operation of the plant and site specific tasks;
- Operators have been assessed and deemed competent and are supervised in their operating duties;
- Key elements of this Traffic Management Plan shall be have safe operating procedures and shall be explained to all workers, contractors and visitors via site induction handbook, training and site notices;
- The requirements for crossing or accessing public roads from Pagla STP site exit points are managed through the site specific induction, training and assessment, signage and operating procedures for light vehicles, road trucks and mobile plant; and
- Site procedures are in place to manage risks to workers and public and safety.

5. Emergency Procedures

Emergency procedures shall be in place in the event of the following:

- Pedestrian struck by traffic;
- Vehicle collision / rollover and fire; and
- Rescue and retrieval.

6. Site Traffic Management Map

The Contractor shall generate a site map identifying the following:

- Entry and exit points, parking areas and buildings and structures, pedestrian crossing areas, haul roads, access roads and one way roads, speed limits for access and haul roads, overhead power lines and structures, pit locations, stockpile and waste dump locations, water bodies etc.