

TRAFFIC MANAGEMENT PLAN

Ref : Land/BL96LT Dated 13/08/2025

Mandatory	H&S 905
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Project: Erection of No2 dwellings

Project No: Land/BL96LT

Date: 13/98/2025

Prepared by: R.Mehmood

Delivery Address:

Land next to
35 Holton Street
Bury
BL9 6LT

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Introduction

The Traffic Management Strategy for the project is one of minimizing the interface wherever possible between Public and Site traffic, and reducing the number of deliveries were practicable, including the staging of deliveries such that the volume of traffic is kept as even as possible avoiding peaks, and controlling vehicular movements on the project. Every year around 70 people are killed or injured by vehicles at work. This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions. Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (H.S.E) expect to see traffic management plans that include:

- Planning and managing both vehicles and pedestrian routes
- The elimination of reversing where possible
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading/storage areas

If you require further information on this topic please contact the Health and Safety Manager.

You can obtain a free leaflet from the H.S.E website on www.hse.gov.uk/pubns/indg199.pdf

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1.0 Traffic Management Plan

Route maps (Appendix 1) shows the proposed routes that all site deliveries will be directed along to gain access to the site. They also highlight the routes to be taken when leaving the site to avoid site vehicles trafficking through adjacent residential areas

Immediately upon commencement, all deliveries, operatives and visitors to the Project will report to the Site in charge. This will be communicated to all early works contractors at their Pre-start meeting.

They will be inducted by Company staff, and be informed of Emergency procedures, assembly points, first Aid, site rules, location of welfare facilities, etc. at this time. They will be instructed to sign in and out with site incharge each day, until such time as the full access control system is in operation. PPE appropriate to the tasks being undertaken will be checked upon signing in.

Contractors, visitors and staff will use existing pedestrian pathways until such time as the sites are enclosed and access control is operational.

The attached logistics plan (Appendix 2) highlights the access point for the project, loading bay, pedestrian / vehicular segregation, welfare, storage, security & material handling that will be enforced following the full Site establishment.

An integral part to the progress meetings held with all trade contractors is the delivery schedule proforma. All contractors are required to give details of proposed timing of material deliveries to the site. At this stage they will be given a specific area for delivery

The Traffic Management Plan and the control measures therein are included within all trade contractor tender enquiries to ensure early understanding and acceptance / compliance with the rules that will be enforced on this project.

Under no circumstance will lorries be allowed to lay-up in surrounding roads.

Delivery Vehicles / Laying up.

Prevention Steps

1. **Delivery hours will be limited to working hours outside peak periods with particular care taken to avoid school arrival and departure times. Deliveries shall not take place before 9.15 AM or after 3 PM.** This condition forms part of subcontract documentation, and subcontractors are reminded of this at pre-start meetings.

2. Deliveries are booked in with our Package Managers, and logged on the central register.

3. Security / site staff in charge will be in position half an hour before start of work and before the earliest delivery time.

4. Persistent offenders will be reported to the Project Manager, who will action with the directors of the offending company.

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Site Administration

Responsibility for Construction Traffic movement is that of the Project Manager who together with the Site Manager will:

- a) Ensure that subcontractors and suppliers adhere to procedures set out in the Pre-site conditions by booking in deliveries giving the required notices.
- b) Prevent unauthorized contractors parking and the congestion of traffic. All personnel in the team will be in contact with each other and site management who in turn will have mobile and telephone contact with the subcontractors.
- c) Provide security at the access gates and the loading bay.
- d) Maintain roads in a clean and safe condition by use of brushes and shovels. It is not expected that significant material will transfer onto highway given no large vehicles will actually be accessing the site. Transfer of materials to wagon by dumper or wheeled excavator.

It is recognized that all deliveries are not notified to ourselves; such deliveries are usually smaller, deliveries by third parties and on occasion simply not booked in. Deliveries from over sea's often have difficulty in providing accurate arrival times. The Project Manager will then manage the delivery situation with the priority to get the vehicle off the shared road system and within the site. Other options open to the team are to send deliveries away (persistent offenders) or temporarily send deliveries to a lorry park with a return time.

We reiterate that wagons will not be allowed to layup along or adjacent to public roads.

~~Muck away lorries and concrete delivery wagons will not be booked in but these generally occur early on in the Project when other deliveries are less numerous.~~ Removal of excavated material will be minimal due to small size of development being limited to site strip and foundation/drainage excavations.

Site staff will control deliveries particularly where transfer of materials will be required across footways. Priority to be given to footway users.

If it is necessary at any time to close the footway this will be done under an appropriate licence with clearly marked alternative route for footway users.

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PEDESTRIAN ROUTE CHECKLIST

Section 2.0

Remarks

Q1 Are pedestrian routes clearly separated from vehicle routes by fencing and/or a kerb, or other suitable means.

Yes

If 'no' see action 1

Q2 Are pedestrian routes wide enough to safely accommodate the number of people likely to use them at peak times.

Yes

If 'no' see note 2

Q3 Do pedestrian routes allow easy access to work areas.

Yes

If 'no' see note 3

Q4 Pedestrian routes are kept free of obstructions If 'no' see note 4

Yes

Q5 Pedestrian routes are clearly and suitably signed If 'no' see note 5

Yes

Q6 Can pedestrians safely cross the main vehicle routes.

Yes

If 'no' see note 6

Q7 Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes.

Yes

If 'no' see note 7

Q8 Do pedestrians have clearly marked, separate access for use at loading bays and site gates.

Yes

If 'no' see note 8

Q9 Do pedestrian routes provide safe access to welfare facilities.

Yes

If 'no' see note 9

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Actions to be taken

- 1 Ensure routes are clearly designated and protected
- 2 Base plan on peak numbers
- 3
- 4
- 5
- 6
- 7
- 8
- 9 Provide safe routes at parking areas. Plan site set up to avoid need for pedestrians to cross routes

Action taken

Pedestrian routes are shown on site drawing displayed in induction room. This is reviewed daily in accordance with risk assessments and updated if required. Pedestrian routes are explained during induction.

√

√
Routes reviewed daily

Routes to be checked daily via supervisors inspections

Part of inspection

√

√

√

√
Welfare areas are kept separate from vehicle routes.

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VEHICLE ROUTES

Section 3.0

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Q1 Are routes clearly separated from pedestrian Routes by fencing and/or a kerb, or other suitable means. If 'no' see action 1

Q2 Are routes wide enough to safely accommodate the number of vehicles likely to use them at peak times. If 'no' see action 2

Q3 Do routes allow easy access to delivery areas If 'no' see action 3

Q4 Are routes kept free of obstructions. If 'no' see action 4

Q5 Are routes clearly and suitably signed. If 'no' see action 5

Q6 Can pedestrians safely cross the main vehicle route. If 'no' see action 6

Q7 Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes. If 'no' see action 7

Q8 Do routes eliminate or reduce the need for reversing. If 'no' see action 8

Q9 At the final point of exit can the driver see pedestrians on the pavement. If 'no' see action 9

Q10 Are temporary structures protected from vehicle impact. If 'no' see action 10

Q11 Will parking areas be required. If 'yes' see action 11

YES	NO	N/A
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√		
√		
√		
√		
√		
√		
√		
		√
	√	

Actions to be taken

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1 Ensure routes are clearly designated and pedestrians protected

2 Ensure the plan assumes peak number. Consider one way system.

3 Plan routes to allow safe access

4 Ensure plan includes need to keep access routes clear.

5 Ensure sufficient signage

6 Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.

7 Ensure that blind spots are eradicated during the planning process.

8 Plan routes to reduce or eliminate reversing

9 Ensure adequate sight lines or mirrors to assist driver. Angle hoarding line to assist vision

10 Ensure scaffolds, falsework or other structures (LPG stores) are protected from impact.

11 Ensure sufficient parking areas exist. If necessary provide banksman to ensure vehicles are parked safely. Ensure adequate lighting exists.

Action taken
Routes clearly signed and separated
✓
✓
Routes to be checked daily via supervisors inspections
✓
✓
✓
✓
N/A
✓
No vehicle access to site.

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VEHICLE MOVEMENTS

Section 4.0

Q1 Are routes planned to reduce the need for excessive vehicle movement
If 'no' see action1

Q2 Are vehicles fitted with reversing aids.
If 'no' see action 2 and Section 5

Q3 Will vehicles reverse without reversing aids.
If 'yes' see action 3 and Section 5

Q4 Will vehicles reverse to excavations.
If 'yes' see action 4 and Section 5

Q5 Are routes kept free of obstructions.
If 'no' see action 5

Q6 Are routes clearly and suitably signed
If 'no' see action 6

Q7 Can pedestrians safely cross the main vehicle routes.
If 'no' see action 7

Q8 Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes.
If 'no' see action 8

Q9 Do drivers have a clear view.
If 'no' see action 9

Q10 Will vehicles run a risk of depositing mud on the road.
If 'yes' see action 10

Q11 Will vehicles need sheeting up.
If 'yes' see action 11

YES	NO	N/A
√		
√		
	√	
	√	
√		
√		
√		
√		
	√	
√		
	√	
√		

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Actions to be taken

1 Ensure routes provide sufficient space to turn. Keep routes to a minimum

2 Request they are fitted.

3 Vehicles not fitted with reversing aids must be banked when reversing.

4 Ensure banksman present or adequate stop block.

5 Ensure plan includes need to keep access routes clear. Include in induction.

6 Ensure sufficient signage

7 Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.

8 Ensure that blind spots are eradicated during the planning process.

9 Plan routes to reduce or eliminate reversing and blind spots

10 Consider wheel wash facilities
or other suitable alternative

11 Ensure provision of sheeting gantry if required

Action taken
Review daily
√
All reversing vehicles to be banked
√
√
√
√
√
√
√
Vehicles to be sheeted

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HIERARCHY OF CONTROL MEASURES FOR REVERSING OPERATIONS

Section 5.0

1	Eliminate need to reverse	There is insufficient space for most vehicles to access and manoeuvre around the site. Reversing is only likely to take place by vehicles offloading from deliveries. The limited reversing to take place to be controlled by banksman.
2	Reduce reversing operations	Reduce the number of vehicle movements as far as possible. Instruct drivers not to reverse, unless absolutely necessary
3	Ensure adequate visibility for drivers	Fit cctv, convex mirrors, Fresnel lens, etc. to overcome restrictions to visibility from the drivers seat, particularly at the sides and rear of vehicle,
4	Ensure safe systems of work are followed	Fit radar proximity devices to vehicles to indicate to drivers when there are objects near the vehicle. Ensure everyone on site understands site rules on vehicle safety. Drivers and signallers need to be in constant communication during reversing operations. Signallers should not be put at risk from vehicle movement, e.g. by standing directly behind reversing vehicles. Ensure all vehicles on and to site are fitted with appropriate warning devices.
5	Provide warnings when vehicles are reversing	Ensure reversing warning lights and alarms are in good working order and instruct workers to keep clear of moving vehicles.

DRIVERS SAFE WORK PRACTICES CHECKLIST

Section 6.0

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1	Only operate vehicles if you are competent and authorized to drive them
2	Do not drive when your abilities are impaired by ill health, poor vision, prescribed/illegal drugs or alcohol
3	Make sure you fully understand the operating procedures of the vehicles you control
4	Know the site routes and follow them. Take care at pedestrian cross-overs.
5	Understand the system of signals used on site
6	6 Visiting drivers: seek appropriate authority to enter the site and operate vehicles
7	Know the safe operating limitations of your vehicles, particularly relating to safe maximum loads and gradients
8	Carry out daily checks on your vehicles and report all defects immediately to supervisors
9	Follow site procedures and comply with all site rules
10	Do not drive at excessive speeds
11	Wear appropriate PPE when out of the cab
12	Ensure that windows and mirrors are kept clean and clear
13	Keep the vehicle tidy and free from items which may hinder the operation of vehicle controls
14	Do not allow passengers to ride on vehicles unless safe seating is provided
15	Park vehicles on flat ground wherever possible, with the engine switched off, the handbrake and trailer brake applied and where necessary use wheel chocks
16	Do not reverse without reversing aid or banksman assistance
17	Where visibility from the driving position is restricted, use visibility aids or a signaler. Stop if you lose site of the signaler or the visibility aids become defective.
18	Do not remain on vehicles during loading operations, unless the drivers position is adequately protected
19	Ensure loads are safe to transport
20	Do not attempt to get on or off moving vehicles
21	Do not make adjustments with the engine running and guards removed
22	Do not smoke during refueling operations
23	Do not use a mobile phone whilst driving on site
24	Sign below to acknowledge receipt of the above information Mr Rizman Suleman Signature.....RS.....Date...08/09/2025.....

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SIGNALLERS/BANKSMAN CHECKLIST

Section 7.0

1	Use relevant safety procedures and correct signalling systems
2	Ensure drivers understand the correct signalling systems
3	Signal instructions clearly
4	Ensure you are visible to the driver and the driver is visible to you; if not, stop the vehicle moving
5	Stand in a safe location at all times
6	Warn pedestrians and make sure they are kept away from vehicle operations.
7	Wear appropriate protective clothing, including high-visibility clothing
8	Report work hazards to supervisors
9	Make sure you can get to and from your work location safely
10	Do not ride on the vehicle you are directing unless you are in a designated safe position
11	Do not direct vehicles if your ability is affected by alcohol or drugs
12	Do not use a mobile phone whilst directing vehicles
13	Sign below to confirm acknowledgement of the above rules Mr Rizman Suleman Signature.....RS.....Date...08/09/2025.....

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SAFE USE OF SITE DUMPERS CHECKLIST

Section 8.0

1	Allow only competent people to drive site dumpers
2	Provide stop blocks at the edges of excavations, pits, spoil heaps, etc. to prevent dumpers falling when tipping. The blocks need to be positioned a sufficient distance away from any unsupported edges and slopes to prevent the weight of the vehicle causing collapse
3	Do not operate the site dumper's controls unless seated on the driving seat
4	Do not carry passengers unless purpose-built seats are provided
5	Do not drive on gradients in excess of those safe for the dumper (see manufacture's instructions)
6	Avoid maneuvering on sloping ground
7	Drive at appropriate speeds for site conditions
8	Load on flat ground with brakes applied
9	Get off dumper when it is being loaded
10	Ensure loads are distributed evenly and do not let them obscure your vision
11	Securely fix loads which may cause danger if they move
12	Stop the vehicle, take out of gear and apply parking brake, before tipping loads
13	Do not drive around with the skip in the vertical discharge position
14	Use the appropriate towing pins (not bent pieces of reinforcement bars)
15	Do not leave the engine running when you leave the vehicle
16	Be aware of the differences in performance of site dumpers when loaded and unloaded, particularly speed, braking and stability on slopes
18	Be aware of the different handling and braking characteristics of the vehicle in wet or icy conditions
19	Do not alter tyre pressures outside the manufacturer's specifications
20	When using a starting handle ensure • Neutral gear is selected and the handbrake is firmly applied, and the area is clear of obstructions • The starting-handle is the correct type and in good condition with a handle grip which rotates freely • Your thumb is kept on top of the grip of the handle to prevent injury in case of kickback
21	Do not use a mobile phone whilst driving a dumper
22	Sign below to confirm acknowledgement of the above rules Mr Rizman Suleman Signature.....RS.....Date...08/09/2025.....

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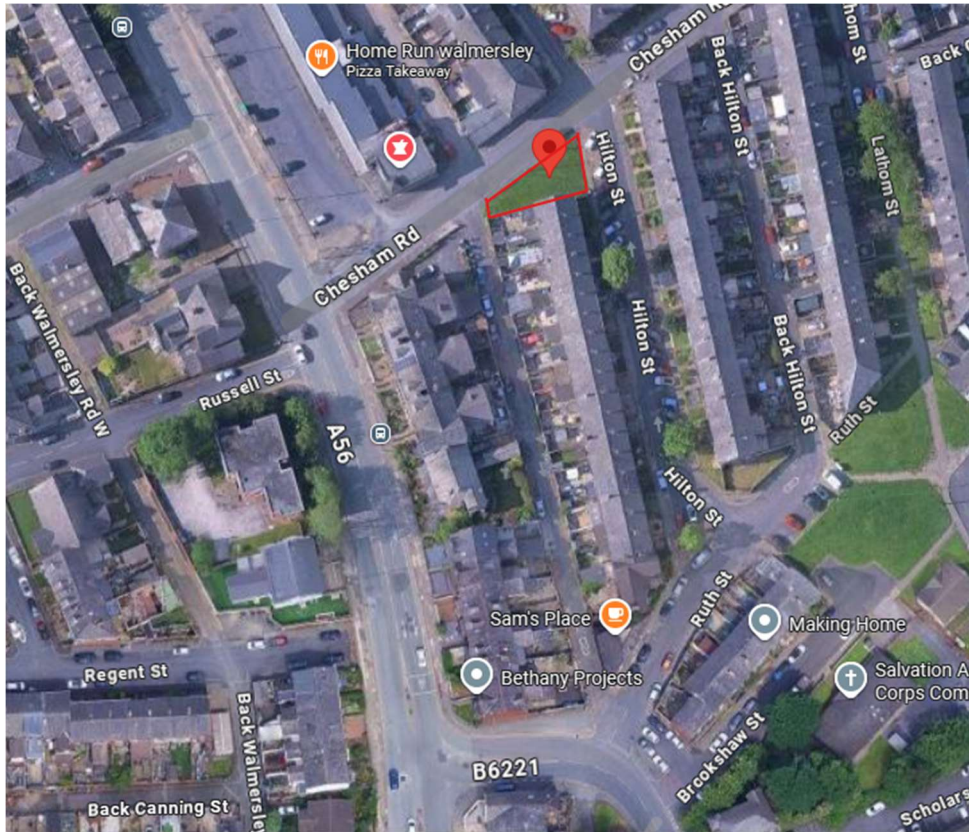
CENTRAL CONTROL REGISTER

Section 9.0

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Site Location

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Appendix 1 Route Map

Directions: All delivery vehicles to access the site from B6222 Bell Lane along Bridge St, Hudcar Lane and Haslam St, then left onto Chesham Road

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Appendix 2 Delivery Zones and material storage