

Construction Traffic Management Plan

Project:	Demolition of One House and the building of New Home
Site Address:	Kestrel Close, Whitefield, Manchester M45 6SB
Date:	14 th November 2024

Document Version

Date	Revision	Prepared By	Checked By	Comments
14/11/2024	01	P Bamford	Michael Murphy	
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06/03/2025	03	P Bamford		New Photographs and Signage drawing inserted along with Demolition details

Planned Development

This document must be read in conjunction with site specific documentation and company procedures including, but not limited to, the health and safety policy, construction phase plan (where applicable), risk assessments, method statements and permits to work.

The purpose of this plan is to detail specific arrangements and responsibilities in place relating to site traffic management, and to manage the risks associated with vehicular and pedestrian traffic on site.

This document will be clearly displayed and made available to all people working on / visiting sites under the control of the business.

Introduction and Project Objective

Demolition of end terraced dwelling (2 Kestrel Close) and construction of 1no. detached dwelling; Two storey side extension to 4 Kestrel Close

The Traffic Management Plan

The purpose of this construction traffic management plan is to organize site activities so that vehicle traffic and pedestrian traffic can be segregated to minimize the risk from vehicles, and so that traffic routes can be used safely.

On average, each year, about 7 workers die because of accidents involving vehicles or mobile plant on construction sites. A further 93 are seriously injured. The risks from construction site traffic can be controlled through the organization and management of traffic on site.

The term vehicles includes cars, vans, lorries, delivery vehicles, low-loaders and mobile plant such as excavators, lift trucks and site dumpers etc.

The term pedestrians includes operatives, workers, management, consultants, visitors and any other person accessing the site on foot.

This construction site traffic management plan outlines the management of the movements of vehicles and pedestrians on site and interaction with adjacent land use. It does not cover the present permanent traffic situation and conditions surrounding the site.

Key issues in dealing with traffic management on site will be addressed within this traffic management plan are:

1. Pedestrian and vehicle separation
2. Minimizing vehicle movements
3. People on site
4. Loading and storage areas
5. Turning vehicles
6. Visibility
7. Signs and instructions
8. Public protection

Aims and Objectives

The purpose and aims of this plan are:

1. To identify the traffic related hazards and risks present on site.
2. To effectively manage the risk from construction site traffic through implementing control measures.
3. To communicate the construction site traffic management procedures to all site operatives, visitors and other interested parties.
4. To raise awareness of the risks identified and controls in place.
5. To eliminate traffic related accidents on site.

This document aims to provide a suitable site-specific plan for managing the risks of construction site traffic. The business has a duty to ensure the safe management of pedestrian and vehicle movements on site.

Site Specifics

The site is located on Kestrel Close, Whitefield M45 6SB (cul-de-sac) and the access to this site will be via Bury Old Road.

Kestrel Close, site opening hours are 8am-5pm (Monday - Friday) and 8am- 1pm (Saturdays). Traffic coming to the site can typically be busy and congested. Deliveries will be set up to avoid peak areas where it disrupts the residents, schools and pre-school nursery runs in particular, the site management team will ensure that the details of a booking system is in place to avoid vehicles waiting causing problems to adjoining residential properties. All work on site shall be carried out in accordance with the approved details to ensure highway safety is maintained.

There will be a provision of trained, qualified banksman for guiding vehicles; there will be Proper routing of construction traffic and delivery vehicles, which will be planned.

We currently have no plan for any road closures, however we will notify the council accordingly if that may be necessary; we will have details of traffic management required during construction, this will be reviewed throughout each stage of the project , the footway management will be managed during construction; 7 day inspections will be carried out for the scaffold , pavement will be managed during erection and maintenance of any required scaffolding; there will be a daily Inspection and maintenance of signage and barriers; we will be committed to avoidance of unnecessary parking of site related vehicles (i.e. construction workers' vehicles), areas in proximity to the site that can be used for these vehicles are identified; the times for construction traffic and delivery vehicles will be monitored so we can manage our deliveries, which must be outside peak network and school hours; and we will ensure there are measures for mitigation of noise, vibration, dust and dirt.

Responsibilities

The general duties of the contractor in respect of traffic management are:

- Ensuring adequate planning of the work including traffic management arrangements on site
- Ensuring subcontractors make adequate provision for the selection and supervision of drivers and for vehicle safety
- Setting standards for driver competence, vehicle safety and maintenance, and ensuring control of authorised drivers
- Ensuring co-ordination and co-operation between different subcontractors
- Co-ordinating the views of workforce representatives
- Ensuring all workers receive information, instruction and training in traffic management arrangements and site rules
- Monitoring the implementation of traffic management arrangements on site
- Reviewing the implementation of traffic management arrangements on site

The Site Manager

The site manager shall:

- Ensure measures such as the use of pedestrian barriers, stop blocks, one-way systems where possible, segregation of routes, signage, etc. are implemented as required within the construction site in accordance with this document.
- Ensure a suitable briefing on traffic management requirements is included in the site induction for new starters and communicated in the form of a toolbox talk to existing workers in accordance with the arrangements in this document.
- Ensure suitable steps are taken to co-ordinate traffic movements in the construction area by involving subcontractor supervisors in regular reviews of planned work activities, including deliveries, on a weekly basis in accordance with the arrangements in this document.
- Ensure suitable steps are taken to co-ordinate traffic movements of adjacent sites, client occupied areas or other access requirements, in regular reviews of planned activities, in accordance with the arrangements in this document.
- Investigate, take appropriate action and respond to reports from workers on deficiencies and faults in the implementation of the traffic management arrangements in accordance with this document.
- The Site Manager may delegate elements of the requirements of the traffic management plan to other competent members of the site management team as required to ensure the requirements are met in an effective and efficient manner.

Banksmen

All on-site construction vehicles will enter and exit the site in forward gear. Appropriately trained, qualified and certified banksmen will be employed by the appointed contractor to assist in the guidance of heavy and large construction vehicles and supervise unloading. Banksmen will not direct general traffic but will indicate heavy and large construction vehicles when it is appropriate for them to enter and leave the site. Given the small scale of the site, at this stage it is anticipated that banksmen will form members of the contractors' construction staff and will also have other duties. Deliveries by large or heavy vehicles will be advised to ring ahead when entering Whitefield, at which point the banksmen will await the vehicle at the site access to assist the vehicle into the site. The banksmen will also assist with vehicles exiting the site by indicating to the driver of the large or heavy vehicle when it is appropriate for them to enter and leave the site.

Staff and Subcontractors

Subcontractors using construction vehicles shall ensure that the work involving the use of construction vehicles is planned and detailed in method statements and risk assessments taking account of the requirements of this document.

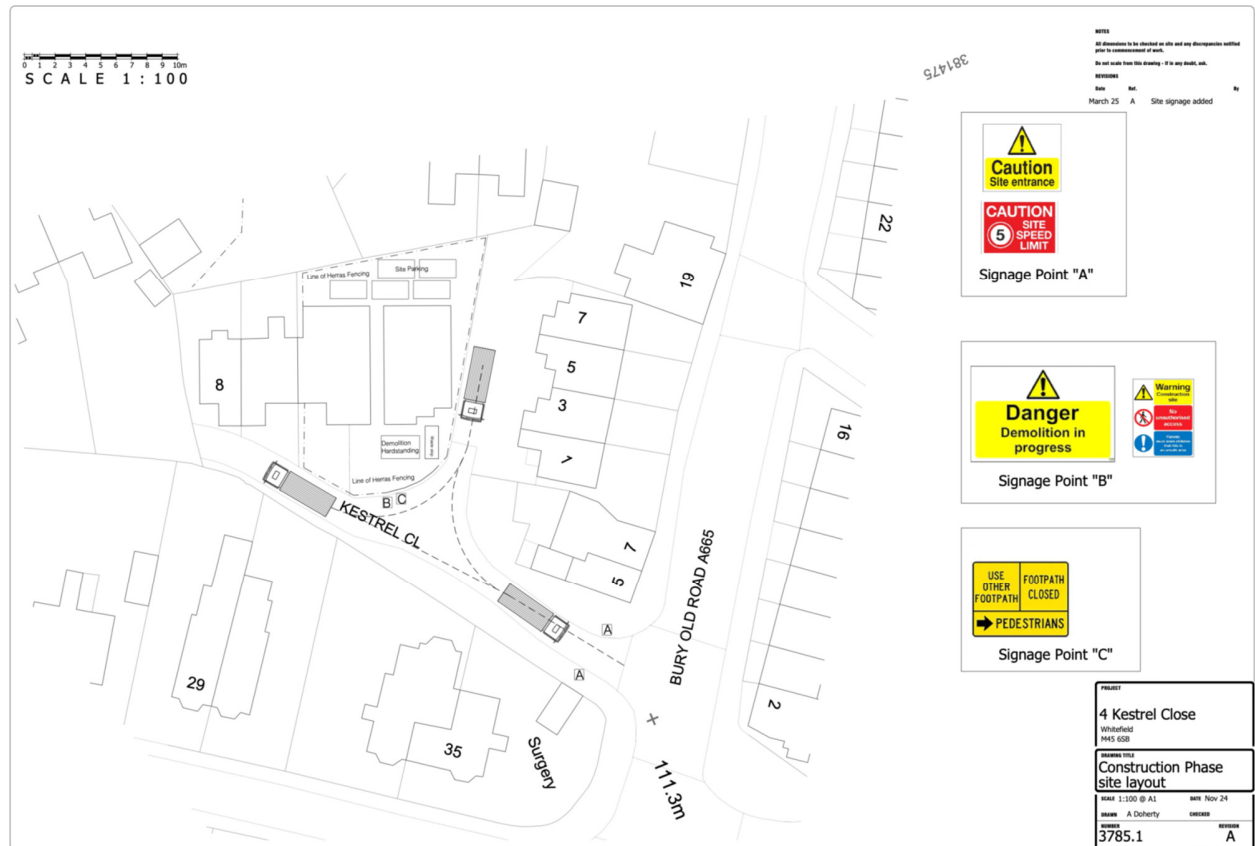
Workers in the construction area shall adhere to the site rules and the instruction provided through the site induction and/or toolbox talk for traffic management arrangements.

Workers shall report any deficiencies or faults in the arrangements for traffic management to the Site

On Site Parking

Subcontractors' staff and visitors' vehicles shall park only in the allocated car park.

Site Plan layout



The designated route for all HGVs associated with the construction of the development will be via the A665 to the north and south of the application site. To the north, the A665 links to the A56 and the M60; to the south the A665 continues south and connects Salford with Manchester.

There is no weight restrictions on the routes designated for use by associated HGVs. Site Access Routing. The proposed route for HGVs accessing the site associated with the construction of the development will vary depending on the origin of the delivery. When arriving from the M60 junction 17 and the north, the route is via the A56 onto the A665.

Construction vehicles accessing the site will turn right into the site or will turn into a suitable location and stop on carriageway outside the development. When arriving from the south / southwest, the route is via the A665.

Construction vehicles accessing the site will turn left or right (dependent on directing of travel) into the site.

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HGV Waiting Areas HGV drivers will be required to call ahead to the site manager 15 minutes before arrival, to ensure two drivers don't arrive at the same time. If an HGV is still loading / unloading when another is due to arrive, the incoming driver will be required to wait at a safe and suitable location and wait for the site manager to allow them to enter. It is considered that drivers will have to make a judgement call whilst driving as to where it is best to safely pull over and wait, however, there are numerous car parking areas in the vicinity of the site that could temporarily accommodate delivery vehicles in this scenario.

Site / Highway Management Road Closures

It is not foreseen that any road closures will be required during the construction of the development. Although ultimately the decision to close a road will fall to the contractors, it is recommended they do not do this due to the busy nature of the adjacent carriageway.

Traffic Management, as with road closures, the need for traffic management will fall to the contractors. Due to the size of the development, it is unlikely that traffic management measures will need to be put into place for any significant length of time.

As all deliveries will take place outside of network and school peak hours, the impact of deliveries on the adjacent footway will be minimized.

Maintaining Signage and barriers associated with the site will be the responsibility of the contractor, as the application site is relatively small, it is not anticipated that the regime of signage and barrier inspection and maintenance will have a severe impact on the highway.

There will be construction workers arriving at the application site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis and will typically comprise private cars and light vans.

Hours of Working

Construction Hours: Construction activities will be permitted between the hours of 07:30 and 18:00 on Monday to Friday and between 08:00 and 13:00 on Saturdays. No working shall take place on Sundays or Public Holidays.

A delivery schedule will be provided in the form of 'slots' that deliveries can take place within. This will serve the purpose of avoiding multiple HGVs arriving at the same time for deliveries, in turn causing disruption on the adjacent highway. As a guideline, time slots of 20 minutes will be provided for deliveries, with no two drivers being given consecutive slots, in case one is early or late. As previously stated, drivers will be required to call ahead 15 minutes before arrival to

ensure two vehicles will not arrive at the site at the same time. If they are unable to enter the site at the arrival time, they will be required to wait until the delivery location is vacated. 5.6 The information set out in this section is to be considered a recommendation, the exact operation of

the schedule, and the responsibility of time slot provision, will fall to the appointed contractor. Communication with Residents 5.7 Residents and local business will be notified in advance of any expected particularly busy delivery periods and intense periods of construction activity, including construction traffic.

To aid communication with residents and local businesses, the site manager's mobile phone number will be available on notices outside the site. This will ensure the site manager is aware of any residents' concerns and can deal with them efficiently if required. Residents and local businesses will also be able to obtain information about site works that they may require direct from the site manager.

Mitigation Measures for Noise, Vibration, Dust and Dirt

Given the temporary, short-term nature of the construction phase, wheel-washing facilities will be provided in the form of a portable automated high-pressure wheel washer with motion sensors to conserve water.

The following mitigation measures will also be adopted to minimize noise, vibration and dust pollution: i) Requirement for all engines to be switched off when not in use; ii) Spraying of areas with water as and when conditions dictate; iii) A road sweeper will be made available whenever operations dictate. The road sweeper will be used outside of the peak network and school hours as specified in Section 5; and iv) Vehicles carrying waste material off-site will be sheeted.

Demolition vehicles and wagons delivering materials will travel along and park only on the hard standing areas signposted to avoid collection of mud or loose material.

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Front and Side View of Number 2 House for Demolishment



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Traffic Management Risk Register

Hazard	Risk	Control Measures
Pedestrians and vehicles interface	Pedestrians struck by vehicles	Separate vehicle and pedestrian access routes to be established. Pedestrians always wear high visibility clothing (jacket or vest minimum) on site. Audible and visual alarms to be in working order on vehicles. Signage to be displayed on site directing vehicles and pedestrians. Speed limit to be established and enforced. Provide anticipated delivery times.
Deliveries	Collision / conflict with other work activities or site operations	Clear instructions to be given for delivery drivers when placing orders / arranging deliveries. Site Manager contact details to be displayed at the main site entrance for contact on arrival. All delivery vehicles to be directed to site office on arrival and banksman notified where access onto site is required. Request that the suppliers provide their drivers with cyclist safety training and limit the size of their vehicles for deliveries.
Access equipment	Struck by vehicles /overturning	Access equipment positioned in areas at risk from being struck by vehicles, including other mobile access equipment, to be segregated from vehicle routes with barriers. Mobile access equipment to be accompanied by a banksman on site roads when moving around site.
Excavations	Vehicles entering / overturning	Vehicles routes to be planned away from excavations as far as possible. Vehicles and plant are to be kept at a safe distance from excavations. Excavations adjacent to and within 1m of vehicle routes where there is a risk of driving directly into the excavation to be provided with pedestrian barriers and stop blocks (minimum 200mm high) along entire length of excavation. Excavation parallel to and within 1m of vehicle routes where there is a risk of driving indirectly into the excavation to be provided with barriers along excavation.
Excavations by walkways	Falls from height	Excavations to be provided with solid pedestrian barriers/fences a minimum of 300mm from edge of excavation. Barriers are to be distinctively marked with warning signs.

Vehicles reversing and/or maneuvering	Collision with pedestrians / structures	All reversing and/or turning vehicles (delivery vehicles and construction plant) to be accompanied by banksman.
Poor maintenance of vehicles	Failure of built-in controls	All plant to be maintained and examined in accordance with the manufacturer's instructions. Where plant is obtained on hire obtain copies of certificates from the hire company. All construction vehicles to be provided with suitable audio and visual indications of movement. Controls, lights, and warning systems to be checked before first use each shift.
Lack of competence	Human error due to lack of awareness	Confirm the competence of drivers for vehicles to be used. Instructions are given through inductions, on site safety briefings, signage, and regular toolbox talks. A banksman will be used if the driver's vision is restricted or when operating in a congested area. The carrying of passengers is prohibited.
Congestion	Collision of vehicles / excessive maneuvering	Schedule of planned deliveries to be maintained and deliveries planned in advance to avoid conflict with other site operations or adjacent land uses.
Unauthorized use	Misuse of plant	The ignition key will be removed whenever the machine is left unattended and if left on site overnight all plant will be immobilized.
Noise	Hearing damage	Figures for noise levels will be obtained from the hire company and where these are above 80dB(A) ear protectors will be worn.
Vibration	Whole-body vibration syndrome	Plant should be fitted with 'suspension' seats to reduce effects of whole-body vibration. Drivers do not drive plant for prolonged periods to minimize risk of whole-body vibration.

Procedures

Deliveries

Deliveries will be timed to avoid the busiest rush hour periods and a booking in system will be used whenever practicable. Consideration will be given to adjacent land uses in Kestrel Close and any **shared access requirements and planned deliveries communicated and coordinated** with any person directly affected. We will ensure that communication is maintained throughout the project for deliveries. **The contractor will also be registered with the Considerate constructor's scheme for this project.**

Mitigation measures will be taken to ensure that any impacts from deliveries are minimized.

Waste

This site requires the demolition of one house, all waste resulting from the demolition and construction will be collected and sent to our licensed Worsley base for recycling, no demolition waste will be stored on site. Notes will be maintained to support this. If there is any additional materials this will be moved to another project to avoid waste.

On Site / Off Site Interface

These steps will ensure that material will not be transferred to the public highway. Dust suppression measures will be implemented in site to minimize the risk of dust spread.

Pedestrians

Traffic routes will be established to minimise the interface between vehicles and pedestrians. The site entrance will be separate for vehicles and pedestrians where possible, or where this is not possible and pedestrian and vehicle access cannot be adequately segregated, priority will be given to pedestrians, and a banksman will coordinate all vehicle entry and egress from site. Pedestrian barriers will be erected at the site access to control the interface between members of the public and site traffic.

A crossing point for pedestrians over the site access will be established and clearly demarcated and signed. The site manager will ensure that the pedestrian and vehicle interface is safely controlled.

Control of Construction Vehicles

Vehicular access routes will be established on site, and as far as reasonably practicable these will be away from pedestrian routes, uneven ground, excavations and structures. The site does not allow for a one-way system, therefore it will be necessary for vehicles to turn or reverse on site. NO vehicle will exceed 8 tonnes. No HGV is anticipated.

All turning or reversing will be accompanied by a competent banksman.

Records shall be kept on site for all construction vehicles accessing the site, and shall include the following:

1. Make, model and serial number
2. Records of inspection of work equipment including a written weekly check of the operation of the equipment confirming adequacy of safety devices such as emergency stops, audible and visual alarms, controls, guards etc.
3. Records of thorough examination of lifting equipment including dates of last and next examination.
4. Plant operator's certification and training records.
5. A register of authorised users of each designated piece of construction plant.

Subcontractors shall also make the above information available on site and will be stored at the site office.

Unused construction plants are stored away from work areas and designated traffic routes in agreement with the site manager and construction plants will be promptly removed from site on completion of use.

All requirements for additional plants will be discussed with the site manager in advance, prior to delivery to site.

Communication of Information

The site will be surrounded with a minimum 2m Harris Fencing, the planned works will be approximately 9 months and during this time there will be communication with the residents and the traffic management plan will form part of the site induction, and a toolbox talk will be delivered within the early stages of the project as a further reminder of the hazard of construction site traffic and the site-specific controls in place to reduce the risks on site. Traffic management arrangements will be discussed during daily briefings to include planned deliveries and any restrictions or changes due to developing site conditions or short-term activities.

Consultation and an open-door policy will be implemented on site to gain worker involvement and understanding in traffic management arrangements.

Reporting

Everyone on site has a duty to contribute to site safety and will be requested to report any near misses or dangerous situations, including that involving traffic management on site. The near miss reporting system will be used to assess any deficiencies in the traffic management arrangements, and remedial action will be taken as necessary.

Subcontractors

All subcontractors will be inducted and provided with information on the traffic management procedures in place.

All subcontractors will be required to submit details of planned deliveries and to comply with the contents of this traffic management plan. Sub-contractor deliveries must be arranged via the Site Manager and coordinated with other planned deliveries.

Monitoring

Traffic management will be assessed and monitored ongoing throughout the project with any changes made to the plan necessary to ensure safe access, egress and movement around the site.

A recording of all deliveries will be held at the site office. Delivery notes for all deliveries will be held on site (these will include the points of origin of the material).

The above information will be used to produce a monthly report this will identify any improvements required to the plan in addition to any deviations from that proposed.

Boundary Between Private and Public Road

The photographs show road conditions which must be maintained throughout construction works and show no notable deterioration.



Schedule of Planned Deliveries

This will be updated as needed

Type	Materials Description	Use	Frequency
Welfare	Cabin Toilet Storage Containers Generator	Welfare facilities, power to welfare facilities and storage requirements at site compound.	Delivery – First Week Removal – Last Week
Fuel	Diesel – 30 loads	Refueling site plant	1 delivery per week
Large Plant	Dump Truck Excavator	Ground works	2 loads first week
Concrete	Ready mixed concrete	General construction use	11 loads over 4 week period
Waste Removal	General Waste Removal	Demolition	2 skips per week
Building Materials	General Building Materials	Building works	1 load per week
Superstructure	Bricks, beam and block, windows	General construction	10 loads over 14 weeks
Internals	Plasterboard, kitchens, ironmongery, kitchens, bathrooms	General construction	14 loads over 16 weeks
Landscaping	Plants and shrubs		1 load over 2 weeks

