

137 The Rock
Bury BL9 0ND

TRAFFIC MANAGEMENT PLAN v1.2

22nd January 2024



Introduction

First 4 Building Services Ltd have been appointed as the Principal Contractors in respect of a development involving conversion of existing building with new upper floor to form 10no apartments, 3no new build mews houses including associated works.

The purpose of this document is to provide an outline of the effective traffic management proposed around the site for the duration of the development.

The site has been set up on land at the rear of the existing building and is currently secured by fencing and hoarding. The site incorporates a self-contained perimeter, whereby the existing structure forms the site boundary with access points to the front at The Rock and to the rear by way of access from John St.

Plant has been delivered into the site and enabling works are ongoing. Plans incorporated into this document indicate its current size and extent and further, provide pictorial examples of how the management of traffic will be undertaken.

1. Existing Traffic Arrangements and Risks

1.1. The front site location benefits from existing delivery and loading facilities including a short stay 'drop off' zone and 20 minute loading areas. The loading facilities are used by existing nearby business and members of the public. These arrangements are enforced by the local authority Parking services.

Additionally on the road there are several permit holders parking spaces.

A public path or right of way runs along the front boundary of the site leading towards the pedestrianised areas.

It follows therefore that there is an obvious risk of contact as between permit holders using the access road to park vehicles, site traffic and with the public using the right of way on foot.

1.2. To control the risk it is proposed that the following measures be implemented:-

- That during deliveries the pathway be protected by barriers along its length where it runs beside the access road (the path eventually runs up to the site entrance so will only need protection where there is a risk of contact with traffic or public using the area).
- That site traffic and deliveries be restricted from moving beyond the existing site gate along the length of the access road.
- Only rigid axle delivery vehicles will be requested for all deliveries.
- Hours of operation will be Mon – Fri 7am – 5pm & Sat 8am – 1pm.
- Up to 4 deliveries per day.
- Provision of appropriate warning/construction traffic signage in the vicinity of the site and its access.
- That a banksman be deployed to manage all deliveries or vehicles coming on to or leaving the site.

- That contractor vehicles be prohibited from using the access road to park
- That all site operatives are prohibited from using the parking spaces at the entrance to the access road.
- That lighting is deployed for the winter months around the site to be used during working hours of darkness (i.e. before 9am and after 4pm).
- That all contractors will park their vehicles in public parking areas and not on site.

The rear of the site benefits from a light access road which leads to a veterinary business car park. This car park is vacated until the business patrons arrive at 8am Mon-Fri. This area to the rear of the site will be used to store the site skips

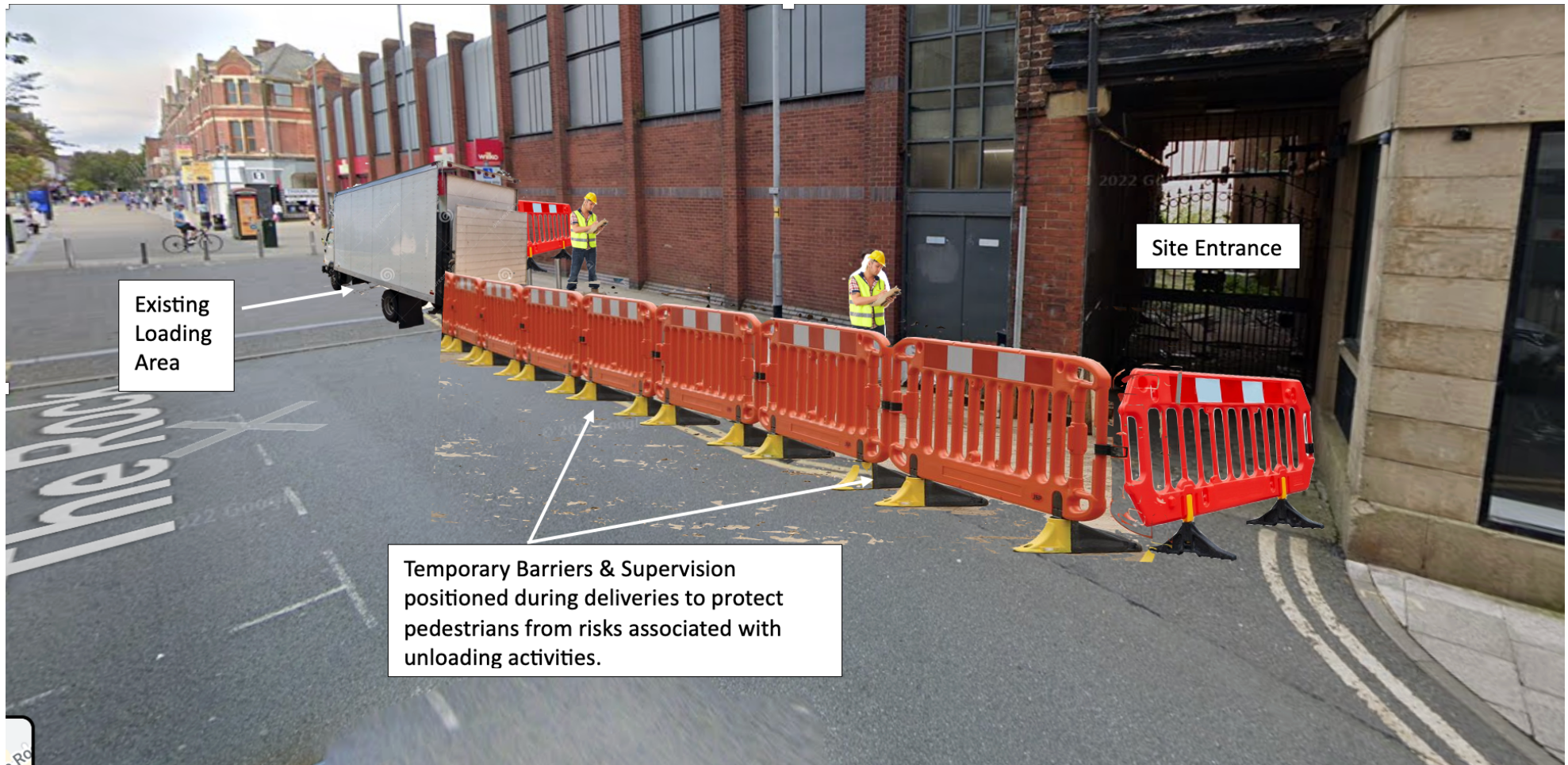
To control the risk it is proposed that the following measures be implemented:-

- The site team has made arrangements with their skip hire contractor to only undertake waste transfer activities before 7am Mon-Fri when the access to the site rear is clear of people and vehicles.
- That a banksman be deployed to manage all deliveries or vehicles coming on to or leaving the site
- That contractor vehicles be prohibited from using the access road to park
- That all site operatives are prohibited from using the parking spaces at the entrance to the access road.

engineering controls in the form of chapter eight barriers and ensure adequate supervision is provided to direct footfall until the loading activities are completed.

Once loading/unloading has been completed the site team will remove the demarcation barriers and restore footpath access.

Figure 2: Depicts the site as it has been set up to accept deliveries to the front site entrance. The barriers will be deployed along the length of the path from the existing drop off / loading zone.



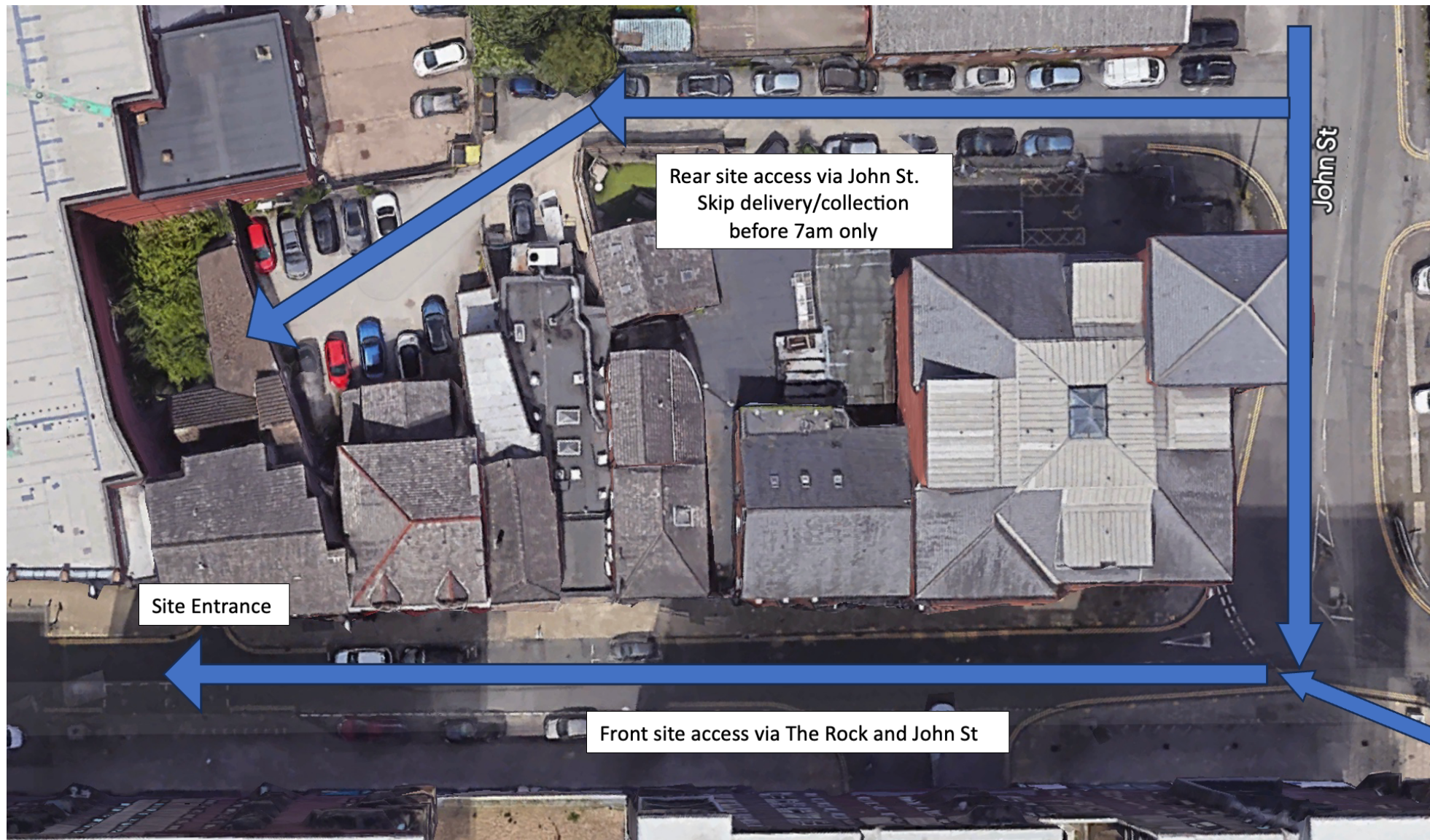


Figure 3: Site traffic will access the site by travelling along The Rock before being met by a Banksman at the mouth of the access road. The banksman will then direct the vehicles and manage them to the site entrance.

2. Conclusion

It is proposed that all contractors receive a copy of this TMP and that its details are incorporated into the induction onto site.

Likewise it is intended that a dedicated banksman be available to manage traffic coming onto site at any time during the working day.

In this way it is believed that all relevant hazards have been addressed.

3. METHOD STATEMENT

TRAFFIC MANAGEMENT METHOD STATEMENT FOR SITE AT 137 THE ROCK, BURY BL9 0ND

ACTIVITY	CONTROL METHOD
1. The control of contractor, visitor's and staff vehicles to and from site. <u>NOTE: TRAFFIC ACCESS AND EGRESS TO SITE VIA HEATHFIELD DRIVE</u> <u>NOTE: NO PARKING OR STOPPING ON ACCESS ROAD.</u> <u>NOTE: EXCLUSION ZONE MAY BE IN OPERATION TO BE ADVISED UPON ARRIVAL / INDUCTION ONTO SITE</u>	a. All visitors, contractors and staff will be advised that there is no parking on site or on access road b. All site operatives/visitors to be inducted upon arrival with emphasis placed on the rules and regulations regards to the traffic management system and exclusion Zones. c. <u>10-mph</u> speed limit in force on access road d. All contractors to be advised of traffic management system and exclusion Zones on all orders. e. Delivery vehicles will notify site management of their time of arrival f. Banksman to meet delivery vehicle at entrance to access road and manage movements to and from site g. Whilst it is not envisaged that vehicles will need to enter site areas, First 4 Building Services will ensure that a wheel wash is in place for vehicles entering on to site. h. Site to display appropriate warning signage (danger site entrance etc).

2. Transportation of materials plant and equipment to and from the development and development compound/site areas <u>NOTE: APPROPRIATE SHEETING OVER OF OPEN VEHICLES DURING TRANSIT OF GOODS AND MATERIALS</u> <u>NOTE: EXCLUSION ZONE MAY BE IN OPERATION THESE WILL BE ADVISED UPON ARRIVAL / INDUCTION ONTO SITE</u> a) All Suppliers to be advised on official orders.	a. Delivery vehicles advised * Delivery times- Not before 8.00am or after 4.30pm Mon to Friday * *Not before 8.30am or after 1.00pm Sat** No deliveries on Sunday or Bank Holidays All Deliveries to be advised to site 24Hrs prior to delivery. b. Restrictions on delivery times to be advised to all suppliers on official orders along with traffic management rules and regulations prior to delivery to site. c. Delivery points to be identified by means of clear signage. d. Speed restrictions on all internal site roads to be enforced <u>10MPH</u> e. Warning signage to be displayed on site, warning of site entrance on The Rock warning of site entrance and exit. f. All roads to be kept clean and free from mud and debris by means of a wheel wash to be deployed as required.
All contractors to be advised on official orders (note contractor to advise all own deliveries to follow appointed times)	h. All Delivery Vehicles access and egress site via The Rock and onto permitted loading area.
3. The control and protection of public footpaths across the development.	a. Public footpath to be kept free from traffic b. Public footpath to be kept free from mud and debris at all times c. All footpaths to be identified and kept clear for pedestrian access. Pedestrians to be separated from site hazards by means of appropriate fencing or barriers. Warning signage is to display. Site entrance to be kept clean and free of debris.

ACCEPTED ON BEHALF OF (NAME OF COMPANY)

SIGNED

PRINT NAME

DATED