



The Traffic Management Plan will identify the specific controls related to highway activities and people / plant interface at the point of work. Consideration will be given to the precautions required to protect pedestrians, including designated walkways on site and in the compound area.

Assessments will be made of both pedestrian and vehicles movements within the proposed access and egress roads. Pedestrian walkways will be segregated by fencing to protect the public from demolition activities.

All traffic movements on and off site will be monitored to ensure cleaning / wash down of adjacent roads to prevent build-up of mud / debris and waste etc.

The Traffic Management Plan (see pg 4) will detail the following:

- Traffic routes / turning areas.
- Parking
- Vehicular / pedestrian access / egress from site
- Material unloading areas.

All vehicles entering or leaving the site will be directed under the guidance of a dedicated banksman who is suitably competent, trained and experienced, and identifiable from their hi-vis jackets. Clear signage will be placed at crucial points around site to show HGVs routes. Clear signage will also be placed at the entrance to the site on Pole Lane.

D Hughes Demolition will plan the works, vehicle movement restrictions and facilities to ensure that the safety of the public is maintained at all times.

It is anticipated the lorries will be pre-booked with the site management team and all deliveries and collections from site will be recorded in the site log, and waste movements recorded for the principal designer. HGV movements will avoid network peak periods of 08:00am-09:30am and 14:30pm-15:30pm. Combining all these requirements will help prevent congestion on major traffic routes and still meet the requirements of the project.

The use of mobile phones may be utilised (when it is safe and legal to do so) to ensure communication is maintained between D Hughes Demolition drivers and the site so that the arrival of vehicles can be suitably planned.

All D Hughes Demolition staff working on the project will receive a traffic management induction prior to works commencing. Third-party contractors will be advised of site traffic routes upon arrival at site.

Care will be taken not to obstruct neighbouring occupants, businesses, roads and footpaths.

The access road to the site shall be kept clean and clear from obstructions at all times. When HGVs have been loaded/offloaded, drivers will proceed to the wheel wash station area to prevent spread of dirt/mud/grit on public roads. The wheel wash station will be positioned near the site exit. (see pg 4). A trained and competent operative appointed by D Hughes Demolition will attend the wheel wash station. No wagon may leave site without being inspected and deemed clean by the operative. At regular intervals, the site supervisor will check the wheel wash station to ensure the operative is providing the quality wash required to prevent spreading of mud/dirt and grit onto public roads.

Arrangements will be made for the road/s to be cleaned dependent upon weather / site conditions.

Vehicular access to the site will be facilitated via Pole Lane off Parr Lane SW direction, with all contractors required to comply strictly with existing road regulations and local authority directives. HGVs exiting the site must proceed Eastward along Pole Lane before merging onto Parr lane heading westward, travelling to Bury New Road. The HGVs will then proceed to follow primary routes classified as A roads to the destinations.

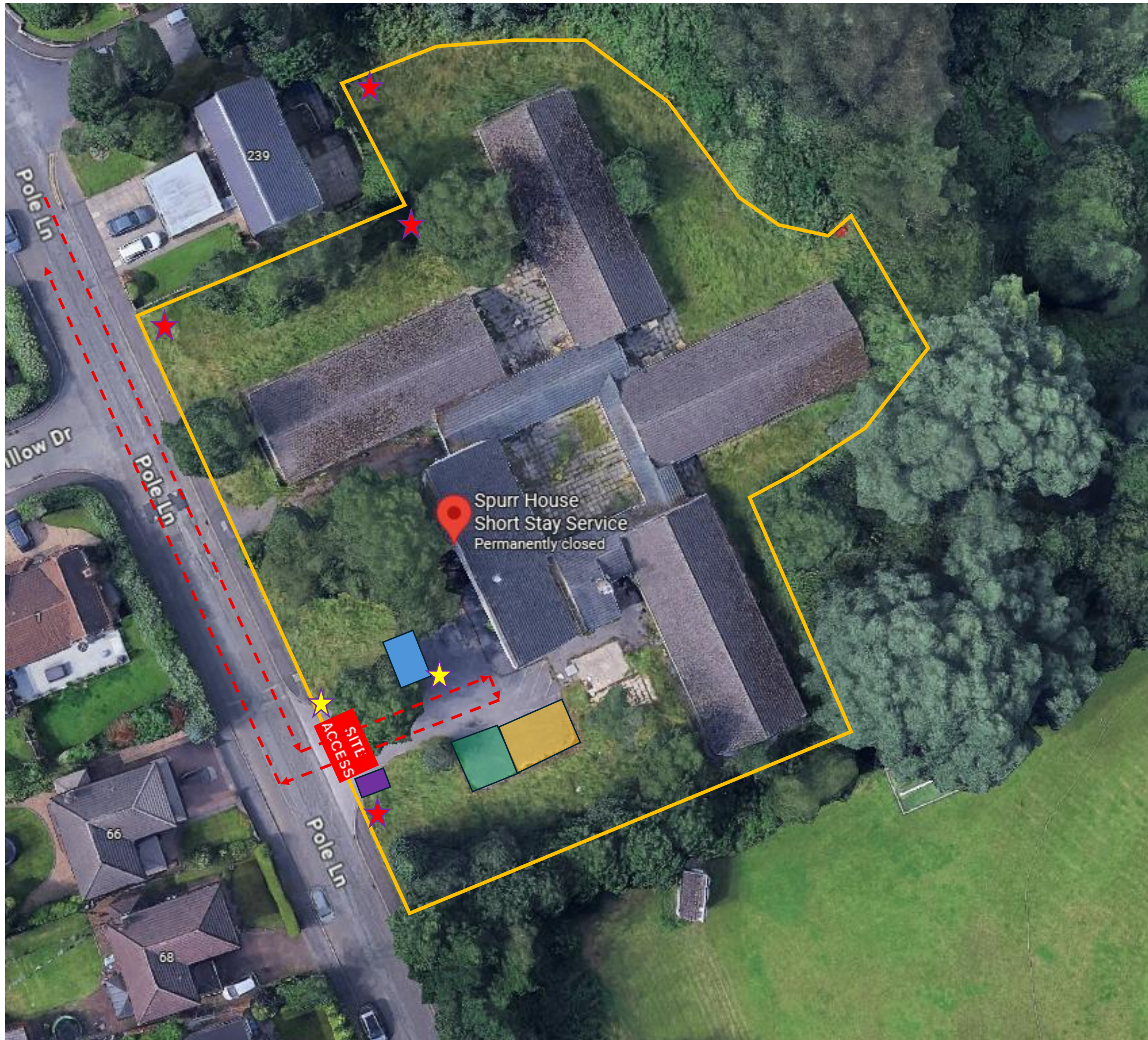
Local speed limits apply throughout the area.

A designated area will be set aside for unloading deliveries etc.

A wheel washing station will be positioned near the site exit.

The report should also confirm that any additional off-site signage (or other traffic management arrangements) requested by the Highway Authority will be agreed and implemented, as required. (not applicable at this moment in time)

Should any issues arise along the HGV route during the demolition phase that are raised by the Highway Authority, additional safety measures (e.g. additional warning signage / TM /off-site banksman etc) or alternative arrangements will be agreed and implemented.



KEY	
Site entry/exit point	
Welfare area, First aid point, Muster point, Spill kit	
Staff parking	
HGV waiting area, Unloading, loading Of storage of plant And materials	
Site boundary	
Vehicle routes	
Signs	
Wheel wash	
Dust monitoring station	