

Outline Site traffic Management Plan

Traffic Management Risk Assessment			
Project	Chestnut Way Littleborough	Project No.	22-009
Risk Assessment No.	001	Person Conducting Assessment	Michael Bohanna
Supervisor	Jimmy Royle	Date	27/03/2023
Location	New Development off Chestnut Way Littleborough OL15 8RW		
Notes:- 1. Control measures are to ensure that relevant risk promotes safe-working and is conducive to reducing the likelihood of risk occurring. 2. If the operations are likely to affect the public or the safe operation of a public transport system, the control measures must reduce the likelihood of significant harm to the level that existed before CRHL work commenced.			
Impact:			

Risk rating: **H = High**, **M =Medium**, **L = Low**

Likelihood: **H = High**, **M =Medium**, **L = Low**

Hazard	Persons in Danger	Harmful Consequences	Risk Rating	Control Measures	Likelihood
Terrain – working / travelling on gradients	Operatives / General / Public / Site Visitors	Personal injury, possible death. Damage to plant / vehicles.	H	Only trained and authorised operatives to operate site plant / vehicles. Ensure that the machine is operated within the safe operating capability of the machine. ROPs fitted as required. Consideration should be given to the travelling surface. Ensure that the route of least inconvenience and most safe is used at all times. Ensure that plant is operated at a safe speed as site conditions permit (e.g. gradient, weather etc.) and does not exceed the specified site speed. Site Management to monitor the above control measures. Only trained and authorised operatives to operate site plant / vehicles.	L
Existing structures / overhead cables etc.	Operatives / General Public / Site Visitors etc.	Personal injury, possible death. Damage to plant / vehicles	H	Ensure that structures and overhead services are effectively demarcated and brought to the attention of those concerned. Ensure that the route of least inconvenience and most safe is used at all times. Site Management to monitor the above control measures.	L
Material deliveries / storage.	Operatives / General Public / Site Visitors etc.	Personal injury, possible death. Damage to plant / vehicles.	H	Ensure that there is no un-authorised access to any unloading /storage area. -set up an exclusion zone. Provide Banksman as required. Limit	L

Material deliveries / storage Cont...				deliveries to periods of low pedestrian / vehicular traffic. Ensure that materials are unloaded / loaded in a safe and controlled manner using the correct plant / equipment. Ensure that any plant used during this activity is maintained and used in accordance with the manufacturer's instructions and current legislation. Site Management to monitor the above control measures	
Site compound areas	Operatives / General Public / Site Visitors etc.	Personal injury, possible death. Damage to plant / vehicles	M	Ensure that consideration is given to the position of compound areas e.g. safe access and egress. Ensure that the compound is situated safe from structures and overhead services. Ensure that there is no un-authorised access to compound area. In the event of un-authorised access ensure that materials, substances are stored in a safe manner to further prevent the risk of injury or damage. Site Management to monitor the above control measures.	L
Road clearance	Operatives / General Public / Site Visitors etc.	Personal injury, possible death. Damage to plant / vehicles	M	Ensure that roads are kept free from debris. Ensure road cleaning plant / vehicles are provided with flashing beacons, Site Management to monitor the above control measures.	L



Traffic Management Plan

The current construction phase plan under review by CRHL Personnel is the construction of the infrastructure first including the laying of the tarmac subbase before the commencement of building each plot starting from Chestnut Way. The Site cabins of this phase (Phase 1) will be adjacent to the site entrance. This will mean that there will be some initial disruption, as CRHL Operatives will have to park on public roads near the site. There will also be a mobile welfare facility for the first few weeks whilst the infrastructure is built.

Once the infrastructure has been built, Phase 2 will begin with the site cabins being moved to be adjacent to the Starring Road development. This area will also be the material delivery and storage area, as well as parking facilities for the site staff. This can be seen on the annotated site drawing further along in this document.

Due to the existing developments surrounding the site, we will try to keep deliveries within the working week where possible, in order to minimise any disturbance to the surrounding residents.



Traffic Management and Access & Egress

The Traffic Management Plan (TMP) will be displayed in the site office and details included as part of the site induction. The TMP will be revised and developed further to reflect the current site conditions.

The following safe working practices will also be implemented:

- Vehicles to be moved via authorised routes (per the TMP).
- Delivery drivers informed of procedures prior to drop-off date.
- Mobile plant fitted with rear-view mirrors to reduce blind spots.
- Parking arrangements for site personnel and visitors are detailed on the STP, to be displayed in site office.
- Whilst site construction is ongoing, the site gates will be closed, however, the hoarding will have the site managers contact details so that safe access and egress can be arranged.

Other Considerations:

- Due to the laying of the subbase tarmac at the start, there will be a decreased chance of dust and dirt leaving the site. There is also a wheel inspection and cleaning area just inside the entrance/ exit to the site.
- To help keep the dust created on site to minimal, specialist cutting areas will be used, where either water suppression or vacuums will be used on all saws.
- CRHL will be using approved waste disposal centres/ sub-contractors. There will also be a separation of different wastes on site before being disposed of.

