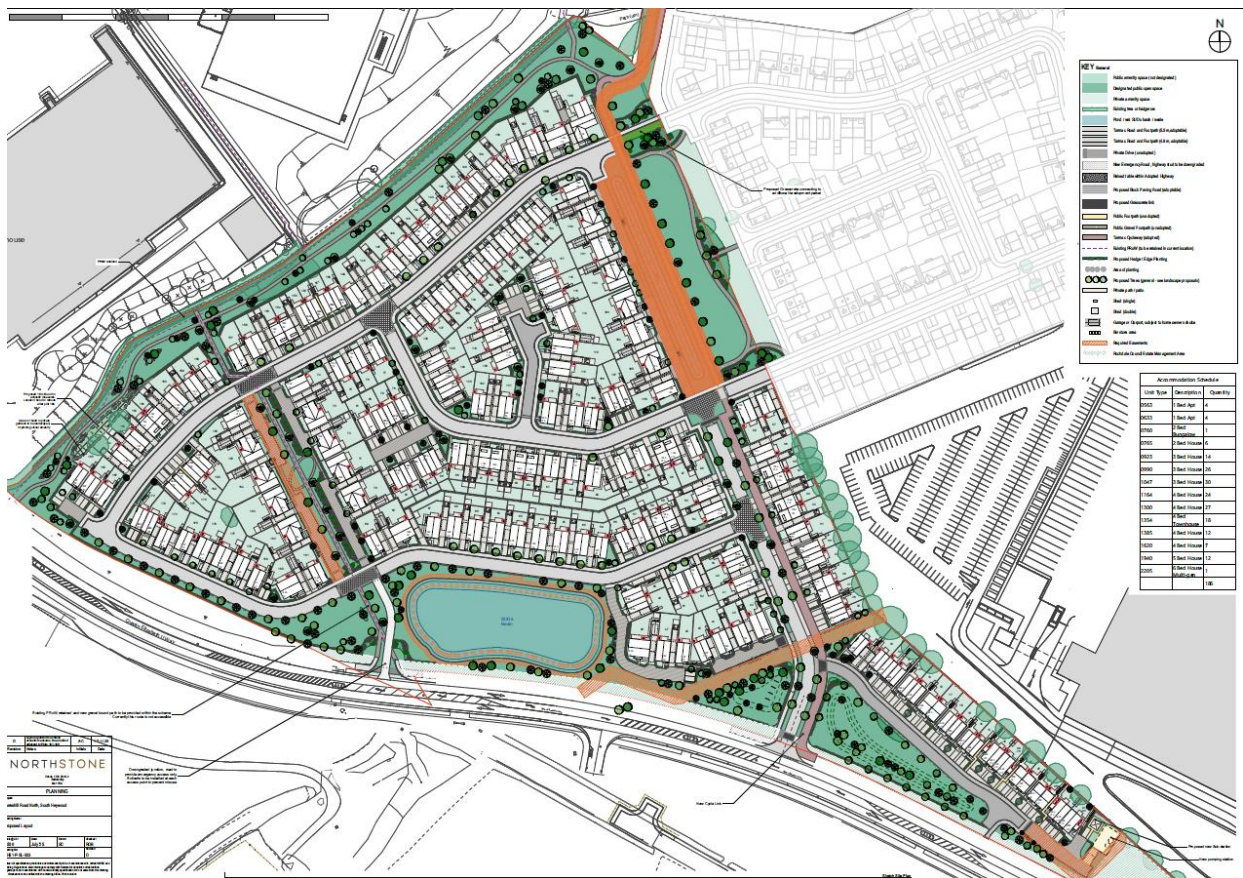


NORTHSTONE

South Heywood

CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Revision History

Date	Revision	Description
October 2025	Draft	Draft Issue for review
October 2025	1.0	Updated following review
November 2025	2.0	Updated following comments
November 2025	2.1	Updated following comments

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1. Introduction

To aid the successful traffic and pedestrian management of the construction phase of the project, this document provides information for all pedestrian routes, vehicle routes, welfare area, parking area, loading and storage areas and the protection of the public. This plan also provides information on the selection of vehicles, inspection and maintenance of vehicles, vehicle loading, drivers and signallers.

2. Location

The site is located at: Land To The North of Hareshill Road / Queen Elizabeth II way
South Heywood,
Rochdale

3. Objectives of the CTMP

To answer condition 22 of the application as noted below

“No development shall take place within any phase of development, including any works of excavation or demolition, until a detailed Construction Traffic Management Plan (CTMP) to include the following:

- Construction operating hours and vehicle delivery hours.

As Indicated in Section 5.4 Construction Working Hours.

- Location of proposed construction compounds and lay-down areas.

As Indicated on the mark-up plan in Section 5.5 Construction Routes and Traffic Management

- On-site construction vehicle parking and manoeuvring.

As Indicated on the mark-up plan in Section 5.5 Construction Routes and Traffic Management

- Staff parking arrangements and details of supporting staff /operative travel management initiatives, including encouraging staff travel outside of the traditional AM & PM ‘rush hour’ periods.

Site staff is allocated on the site carpark/compound area as indicated in CEMP – Sales Staff adjacent to show home. Travelling outside of ‘Rush Hour’ is not practical for site operating hours.

- Construction HGV haulage route signage strategy.

Signs to be included off QEII Way, as indicated on the mark-up plan. See also section 5.5.

- Construction vehicle cleansing procedures and details of load sheeting / covered load policy.

As indicated in Maintenance of Road Cleanliness, see also section 5.6

- Management and procedures for access by abnormal loads.

As indicated in the CEMP

- Exceptions to this may arise due to abnormal loads or to conduct specialist services. In the event that exceptions to the standard working hours are required, Rochdale Council approval will be sought, and residents will be notified via letter drop.

- Programmed temporary road closure / temporary traffic management works and details of supporting information campaigns as relevant.

As indicated - There are no plans or foreseen instances where Temporary Highway Works or Closures will be required.

For that particular phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved CTMP during the construction period.”

4. Responsibilities

4.1. Designers

The designers are required to examine their designs to assess and reduce the risks associated with their designs. Consideration of the following measures at the design stage can assist safe site vehicle operation:

- Allow space around structures and site boundaries for safe traffic movement,
- Where possible design one way systems and drive through area to reduce reversing,
- Removing hazardous gradients and embankments,
- Specifying suitable profiles, surfaces and traffic management for site roads,
- Early installation of permanent roads with access from public highways,
- Avoidance of hazards such as overhead electricity lines, railway lines etc.,
- How routes need to change as work progresses,
- Indication of maximum ground/floor loading used by vehicles,
- Relocation of vulnerable services such as gas pipes, electricity cables etc.,
- Passing information of transport risks to PRINCIPAL DESIGNER.

The designer is required to incorporate residual hazards and their control measures in the Designer's Hazard Identification and Risk Assessments.

4.2. Principal Designer

In conjunction with the Client the principal designer is required to provide transport related information including:

- The extent of site occupation by those not involved in construction work,
- Anticipated vehicle and pedestrian traffic including deliveries,
- Speed, height, width and parking restrictions,
- Requirements for safe public and emergency vehicle access,
- Exclusion zones, routes, crossings, traffic calming, and car parks,
- Restrictions on working times including deliveries,
- Location of vulnerable services,
- Hazardous ground features.

4.3. Principal Contractor

The Principal Contractor must ensure the safe management of pedestrians and vehicle movements on site including:

- Planning work, preparing method statements and safe systems of work,
- Implementing systems that ensure pedestrians and vehicles are kept apart,
- Ensuring subcontractors make adequate provision for selection and supervision of drivers and general vehicle safety,
- Making reference to vehicle safety in the Health & Safety Plan, including emergency procedures, vehicle access and site rules,

- Setting standards for driver competence, vehicle safety and maintenance,
- Maintaining a site register of authorised drivers,
- Ensuring co-operation and co-ordination between contractors,
- Co-ordinating the views of safety representatives and workers,
- Ensure all workers receive site induction covering safe traffic routes,
- Establish monitoring for the use of vehicles.

4.4. Contractors

Contractors must assess and minimise the transport risks associated with their work, institute safe systems of work, follow site rules and the guidance applicable to them as given by the Principal Contractor as highlighted in 3.3 above.

5. Routes

5.1. Pedestrians

In accordance with Regulations 27 and 28 of CDM 2015 this plan endeavours as far as is reasonably practical to ensure that pedestrians and vehicles are adequately separated by establishing:

- Pedestrian-only areas from which vehicles are completely excluded (Constraints during works & shutdown periods to also be considered),
- Safe pedestrian routes to work locations,
- Vehicle only areas, especially where space is limited or traffic is heavy,
- Safe vehicle routes around the site.

A number of pedestrian only and pedestrian routes have been established.

These are:

- Welfare Area – except for occasional pre-arranged, bank-man controlled deliveries & collections,
- Main construction area,
- ‘Heras’ fenced area at slab level.

The only exception to this is the main site access to the gate entrance where pedestrians have to interface with other trade deliveries / collections etc. However this shall be controlled by barriers over vulnerable ground C/W warning signs. The numbers of vehicles using this area is likely to be frequent throughout the project. Should numbers change significantly then this interface will be reviewed for possible additional controls.

Pedestrian areas and routes will be:

- Client designated walkways from car park to welfare.
- Designated walkways from welfare to work face.

All will be:

- Clearly separated from vehicle routes by barriers or signed as a minimum,
- Wide enough to safely accommodate the number of people likely to use them,
- Allow easy access to work areas and welfare areas,
- Kept free of obstructions,

- Ensure pedestrian safety at the welfare to site entry gate,
- Provide pedestrians with a clear view of traffic movements i.e. site entry gate,
- Clearly marked separate access for pedestrians and vehicles,
- Suitable crossing points agreed.

5.2. Vehicles

A number of vehicle-only and vehicle routes have been established.

These are:

- Vehicle Parking – light vans/permit holders ,
- Lay Down Area,
- Plant and Machinery Area.

The Lay down Areas will only be used by vehicles for infrequent, short duration, low risk unloading operations and will therefore be controlled by:

- Drivers and signalers / banksmen in contact at all times,
- Drivers and signalers understanding the appropriate signals and site rules,
- Signalers/banksmen to being competent and certificated,
- The signaler being in a safe place.

The Agreed areas will be coned off due if they are inside a pedestrian only area. Vehicles will be:

- Segregated from pedestrian routes,
- Reversing and any other mobile movement – banksman on hand,
- Adequate for the number and size of vehicles,
- Of firm surface,
- Kept clear of obstructions and hazards,
- Clear of excavations and structures,
- Clear of any junctions with other routes,
- Clearly signed.

The above routes are to be read in conjunction with the attached (Client) layout drawing

5.3. Public Protection

N/A

5.4. Construction Working Hours

No operations (including the repair of Plant machinery and the movement of such machinery) shall be carried out on the site outside the following hours:

- 8 am to 6 pm Monday-Friday
- 8 am to 1 pm on Saturdays
- No work on Sundays or Bank Holiday

In order to avoid disruption to local traffic, contractors will aim to be on site by 08:00.

Exceptions to this may arise due to abnormal loads or to conduct specialist services. In the event that exceptions to the standard working hours are required, Rochdale Council approval will be sought, and residents will be notified via letter drop.

Loading and unloading of Plant and materials will be restricted to the access / egress arrangements indicated on the Compound Plan at appendix 2 and also noted below in section 2.49

Deliveries will be arranged so as to avoid peak traffic times in the area i.e. school start and end, rush hour etc.

5.5. Construction Routes and Traffic Management

Construction access to the site will be via the new access to the site off Queen Elizabeth II way. Appropriate H&S Signage is to be placed around the site regarding traffic routes, warning, and hazards. Pedestrian routing is required to detail any routes/diversions necessary as the scheme progresses.

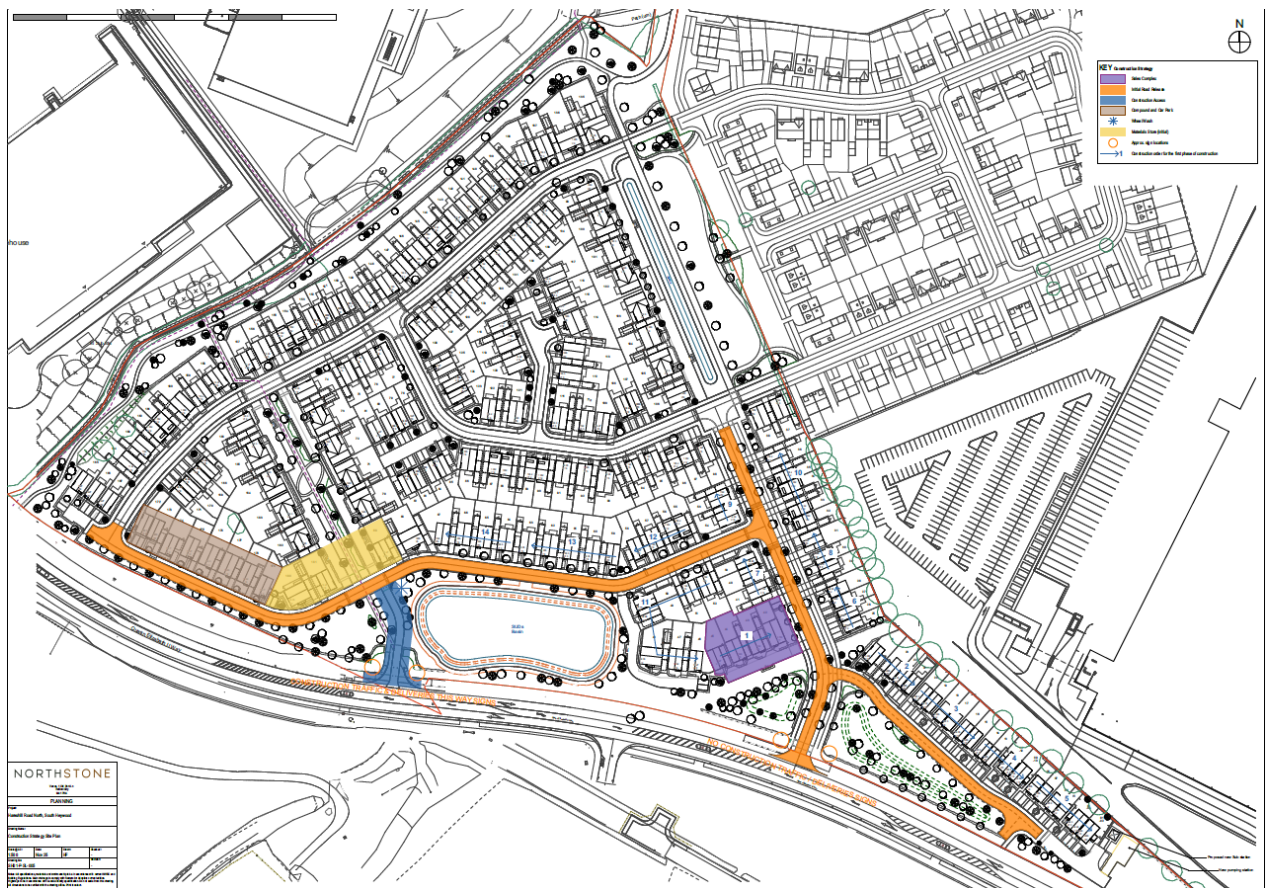
Construction traffic will be directed through the safest route with all contractors and deliveries being made aware of this routing before travel. The access to the development will be signposted and clearly visible.

Heavy plant, equipment, and aggregate deliveries, craneage etc will be required to be adequately planned and co-ordinated to reduce disruption on the highway / internal access roads and ensure suitable safe systems (Traffic / pedestrian management) of work are adopted to reduce risk to public utilising the footpath. Exception to the above stated delivery times and loading/unloading requirements will determine obtaining Local Authority approval where necessary and liaison with residents/neighbouring businesses.

Parking will be in a designated area adjacent to the compound area and this will be sufficient to hold all necessary vehicles. If vehicles need to park off site, then it must be done only in a proper and suitable place without obstructing local dwellings and/or businesses.

There are designated public-walkways around the site, and this will present additional hazards to road users and will require control measures to be implemented.

Loading and unloading of plant and materials will be restricted to the access/egress arrangements indicated on the plan below:



5.6. Maintenance of Road Cleanliness

A water-assisted dust sweeper will be used on the access and local roads as necessary to remove any material tracked out of the site.

Vehicles entering and leaving the sites will be covered to prevent escape of materials during transport.

All vehicles leaving site will have visual inspection prior to leaving the site, at the location/provisions to be established.

Any vehicle found to be holding excessive dirt will have its wheels cleaned and the dirt removed using a jet wash, once the vehicle is deemed suitably cleaned it will be allowed to leave the site. This process will

be adhered to throughout the duration of the project, with additional attention to be paid during the winter period to help minimise the effects of adverse weather conditions.

Any vehicle transporting material in loads that could be spread or blown onto highway networks or adjacent properties will be sheeted over before leaving site.

All inspections of haul routes and any subsequent action will be recorded in a site log book.

All deliveries to site and construction traffic will aim to utilise hard standing areas.

Road Sweeps are to be booked as and when required.

6. Vehicle Selection

Choosing the right vehicle for the job is essential. Vehicles need to be capable of performing safely the tasks they are designated for.

Important factors to be considered by contractors are:

- Stability under all foreseeable operating conditions,
- Safe access to and from the cab and other working locations on the vehicle,
- Effective braking systems,
- Adequate visibility for the driver all round the vehicle,
- Mobile equipment must meet the 1m stick test for visibility,
- Headlights, a horn, windscreen wipers and warning devices, e.g. reversing alarms,
- Physical guards to protect dangerous parts such as power take-off shafts, chain drives, trapping points and exposed exhaust pipes,
- Protection for drivers from work hazards, e.g. falling objects and the effects of the vehicle overturning,
- Protection for the driver from the weather, noise, vibration, noxious fumes and dust.

More information on loading, stability, braking systems, overturning and visibility is available in HSG 144 The safe use of vehicles on construction sites.

7. Vehicle Inspection and Maintenance

Construction vehicles work in harsh environments and require effective maintenance regimes to avoid them developing defects. Contractors will carry out daily visual checks, regular inspections and servicing in accordance with the manufacturers recommendations.

All vehicles will require full certification before being allowed on site irrespective of ownership (i.e. contractor own or plant hire). This needs to include a planned inspection and maintenance programme and should include where appropriate:

- Braking systems,
- Seat belts,
- Tyres, including condition and pressures,
- Steering,
- Convex mirrors, CCTV and other visibility aids,
- Lights and indicators,
- Safety devices such as interlocks,

- Warning signals,
- Windscreen washers and wipers,
- Fire-fighting equipment,
- Condition of cab protection devices,
- Functional checks, including controls and starting systems,
- Correct location of guards and panels.

8. Safe Driving and Work Practices

The main duty to manage transport risks on site rests with the Principal Contractor. This includes risks from reversing, loading driving and signalling.

However, subcontractors (In this case FW Sherratt Ltd), drivers and signallers must all follow safe working practices and be suitably trained.

8.1. Reversing

Reversing on site is to be kept to a minimum and avoided wherever possible.

When reversing is unavoidable the hierarchy of control measures for reversing as detailed in the attached risk assessment should be followed.

8.2. Loads

All vehicles must be loaded or unloaded on level ground, in areas away from passing traffic and pedestrians.

No vehicle should be loaded beyond its safe working capacity. Loads which project out from the body of the vehicle should be avoided. Where this is unavoidable the protrusion should be indicated by flag or sign.

8.3. Drivers

Before drivers are allowed to operate vehicles on site they must be competent and appointed by their employer.

The following points should also be considered when allowing people to drive construction vehicles:

- Drivers should be competent in the safe operation of their vehicle and their daily maintenance checks,
- Training certificates must be checked for validity,
- Drivers must be made aware hazards within the construction site,
- No-one unfit to drive through the influence of alcohol or drugs will be permitted to drive any vehicle.

8.4. Signallers

Before signallers are allowed to direct vehicles on site they must be competent and appointed by both their employer and site management.

The following points should also be considered when allowing people to direct construction vehicles:

- Signallers should be competent in the safe direction of vehicles and their own safety,
- Training certificates must be checked for validity,
- Consider refuges, observation positions, control rooms and radio communications.

9. Training

This plan will be used for training purposes and will be one of the tools used at all site inductions.