

Traffic management minimum standard

This minimum standard must be read in conjunction with the full HBF Standard for Traffic Management which provides comprehensive guidance in this area:

[HBF Standard for Traffic Management 2020.pdf](#)

1. Traffic management must be embedded at design stage in order to implement the hierarchy of safety systems at all stages.
2. Ensure the safety of the public as well as site workers is implemented at the start and throughout projects:
 - Have adequate site security measures, such as secure fencing, signage and a closed gate policy to prevent unauthorised persons entering site.
 - Have a safe system of work for ensuring keys are not left unattended in vehicles.
3. Plan and agree safe location of storage areas/ compound and requirement for any temporary haul roads.
4. Implement the safe segregation of plant and people on site at all times:
 - Have safe designated pedestrian routes to work locations which are clearly separated from vehicle routes by substantial barriers and/or kerbs or by other suitable means. You must also have emergency assembly points. Both must also be free of trip hazards and maintained in a safe condition.
 - Ensure pedestrian safety where they cross main traffic routes by providing designated crossing points with adequate signage.
 - Wherever possible minimise the need for reversing operations with one-way systems and turning points.
 - Restrict the speed of construction plant to an acceptable level.
 - Where not reasonably practicable to achieve physical barriers between pedestrians and vehicles, for example infrequent, short duration, low risk unloading operations use a safe system of work. This could be drivers and pedestrians always remaining in contact through the use of signs and signals.
5. Safe serviceability – identify safe loading bay locations and safe accessibility to plots under construction for all site personnel.

Suggested 'best practice' to improve on the minimum standards

1. Have a visual traffic management plan which can be easily updated as the site progresses and communicated to workers.
2. Have pedestrian only areas where vehicles are excluded.
3. Have designated areas for vehicles, where they can turn with no pedestrians present.
4. Have designated parking areas.
5. Use trained and competent traffic marshals and banksman.
6. Store loads away from pedestrian areas and main pedestrian traffic routes.
7. Have additional visual aids on vehicles such as convex mirrors and cameras.
8. On sites prone to unauthorised access have additional security measures such as security guards or CCTV.

