

# Construction Site Traffic Management Plan (CSTMP) Guidance



## Introduction

The **Construction Site Traffic Management Plan** or CSTMP has been developed to help the **Project Supervisor Construction Stage** (PSCS) and contractors to identify hazards and apply appropriate controls so that the movement of vehicles and pedestrians on a construction site are managed and coordinated. The CSTMP has not been developed for the implementation of roadworks on live roads. Where roadworks are to be carried out on live roads the requirements of Chapter 8 and **Temporary Traffic Management Guidance** should be considered and implemented as required.

The **Construction Regulations** set out clear requirements that need to be followed so that work related vehicles are:

- of good design
- maintained in good working order
- properly used
- operated by trained personnel e.g. CSCS Card

- provided with appropriate audio / visual aids and / or proximity devices where operator visibility is restricted (this should be based on risk assessment)

In relation to pedestrians the following requirements need to be implemented:

- safe and suitable pedestrian access routes provided
- work related vehicles and pedestrians are kept apart
- pedestrian routes are organised and controlled

The CSTMP is broken into six sections and these should be completed and actioned as appropriate. The site hazards and traffic management controls listed are non-exhaustive and will vary from site to site. A responsible / nominated person must take ownership for developing the CSTMP and make sure that it is reviewed, amended and communicated to all relevant stakeholders on site.



**TOP TIP**

First look at Section 3 of the CSTMP Template and identify on the site plans suitable traffic routes, pedestrian and vehicle access points, and overhead electricity lines etc. This will give you a good start as to the resources that may be required

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## SECTION 1

### Information



Include the following information:

- duty holder type e.g. Project Supervisor Construction Stage / Contractor
- site address including eircode
- start date and planned duration of work
- type of construction work that will be carried out e.g. civils, commercial, residential
- planned hours of operation of site
- named person (Traffic Co-Ordinator) responsible for making sure that the CSTMP is reviewed and amended when required. (Name, signature and contact details)
- names of appointed banksmen on site. Any person directing traffic on site must be trained and competent and have appropriate personal protective equipment.

## SECTION 2

### Training



All operators of work related vehicles or construction plant must be competent, authorised and trained to operate the equipment. The Construction Regulations set out mandatory training requirements for the following work related vehicles and tasks where operators must be in possession of a valid Construction Skills Certification Scheme Card (CSCS)

**Construction Skills Certification Scheme Cards – Work Related Vehicles and Associated Activities**

- telescopic handler
- tractor dozer
- mobile crane
- crawler crane
- articulated dumper
- site dumper
- 180 excavator (backhoe)
- mini digger
- 360 excavator tracked / wheeled



#### TOP TIP

When using other work related vehicles that do not require a CSCS card e.g. mobile elevated work platform, skid steer etc., operators must have received adequate training and information on the use of the plant or vehicle, and records of training should be kept on site.

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## SECTION 3

# Temporary Works



Each construction site is unique and will provide its own challenges. To understand how best to manage traffic and pedestrian movements you should identify and markup relevant temporary works and traffic management arrangements and their location on site plans:

- site entrance(s) (pedestrian and vehicle)
- site accommodation
- overhead lines
- traffic routes and vehicle only areas
- storage / loading and unloading areas
- car parking arrangements
- pedestrian walkways
- on site hazards – excavations / scaffolding / steep slopes

The CSTMP will need to be updated on a regular basis as work progresses and then communicated to relevant onsite contractors and delivery drivers.

## SECTION 4

# Hazards



The amount of vehicle and transport related hazards that are on site will vary depending on the type of work being done and program requirements etc. A list of typical work related vehicle hazards is included in the CSTMP template. When filling out the CSTMP if you identify any other site-specific hazards you must carry out the appropriate risk assessments and put suitable controls in place. [BeSMART.ie](https://www.besmart.ie) can also be used to carry out risk assessments for identified hazards that may be present on your site such as plant and machinery, overhead lines and excavations.

The CSTMP must be brought to the attention of all personnel working on site during induction and again when the plan is updated by means of toolbox talks. It is important to keep records of inductions and tool box talks.



### TOP TIP

Pedestrians must be made aware of vehicle blind spots and to not approach any machinery in use until the operator has spotted them and indicates that it is safe to approach. Always keep people clear of machinery and machinery clear of people.

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## Controls



The traffic management controls in the template are a non-exhaustive list that should be considered when developing and implementing the CSTMP. The person responsible for development of the plan is responsible for ensuring that the appropriate controls are in place and are reviewed on a regular basis. When adding and reviewing controls they should be proportionate to the type of work that is being done. The controls should be practical and easy to implement e.g. traffic cones in low traffic areas versus fixed barriers in high traffic areas.

Pedestrian routes should be:

- kept clear and free of tripping hazards
- segregated from vehicle routes
- adequately signed
- provided with crossing points that have a clear view

Vehicle routes should be;

- segregated from pedestrian routes
- designed to minimise reversing
- suitable for the vehicles that need to use them with appropriate speed limits
- designed to avoid steep gradients and sharp bends
- designed with ramps, signage and berms as required
- designed to take into account loading and unloading areas

## Resources



When developing the CSTMP you need to factor in the resources required to implement the plan. Hoarding, barriers, lighting and signs will be required at start up. As your construction site progresses, pedestrian and traffic routes will change and barriers, traffic cones and signs will need to be moved to ensure that there is adequate pedestrian and vehicle separation. Fixed barriers should be used to separate vehicles from pedestrian walkways and to protect loading and unloading areas on site. Typical resources that should be factored into preliminary costings could include:

- signage (site and approach)
- traffic cones
- pedestrian barriers
- lighting
- site security
- wheel wash



**FURTHER INFORMATION AND GUIDANCE:** →



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