

BATTLE STREET TRAFFIC MANAGEMENT PLAN



LLS TRAFFIC MANAGEMENT – PROJECT INTRODUCTION



1. The Battle Street development in Reading is situated within a busy mixed-use urban area, characterised by residential neighborhoods, local businesses, community services, and steady daily pedestrian activity generated by residents, workers, students, and visitors.
2. The site benefits from strong public transport links, with multiple Reading Buses routes operating along Oxford Road and surrounding streets, as well as proximity to Reading Station, which provides frequent mainline and Elizabeth Line services. These connections contribute to increased pedestrian and cycle movements during morning and evening peak periods.
3. The surrounding road network comprises established town centre streets, incorporating residential properties, retail units, community buildings, and high levels of local footfall.
4. Construction-related vehicle access will be coordinated via Battle Street as the primary access route, with any secondary access via adjacent feeder streets only where operationally essential and subject to local authority approval.
5. Vehicles approaching along Battle Street will be instructed to wait and position safely before receiving direction from site marshals, after which they will be guided into the designated loading area under strict Stop/Go traffic control measures

LLS TRAFFIC MANAGEMENT – PROJECT INTRODUCTION



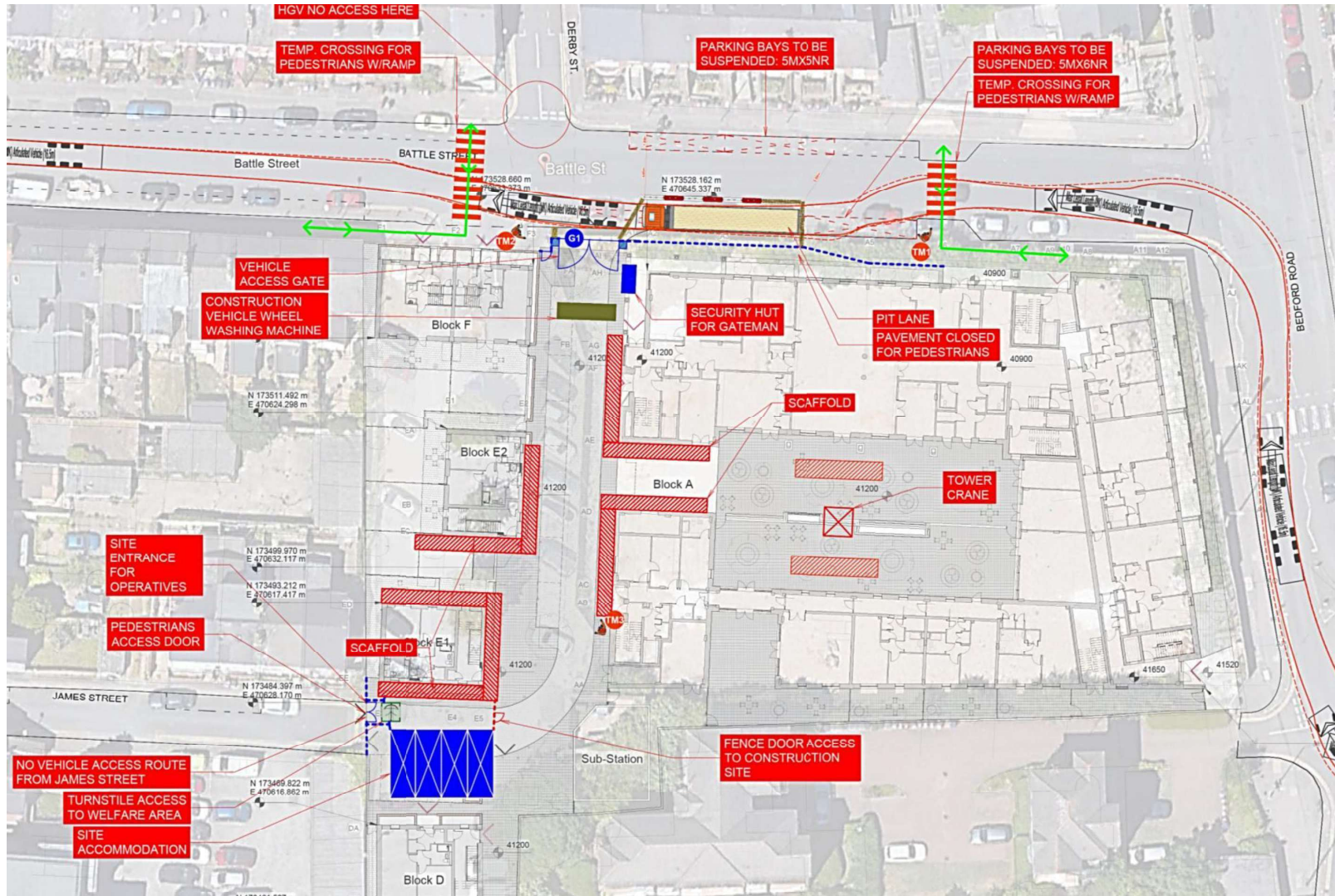
1. Construction Vehicle Routing & Access Strategy
2. Inbound Vehicle Route
3. Construction vehicles will approach the site from the wider Reading area via one of two routes:
4. Oxford Road → Bedford Road → Battle Street → Site Access, or Chatham Street → Bedford Road → Battle Street → Site Access.
5. All inbound vehicles will be met by trained traffic marshals positioned on Battle Street to control manoeuvring, maintain visibility, and ensure pedestrian priority.
6. Vehicle arrival times will be pre-booked to avoid congestion and prevent queuing on the public highway.
7. Outbound Vehicle Route
8. All construction vehicles will exit the site via Battle Street Gate 1(G1).
9. From Battle Street, vehicles will travel west and turn right onto George Street.
10. Vehicles may then turn right onto Great Knollys Street and right onto Bedford Road.
11. This designated exit route reduces conflict points and supports one-way controlled vehicle flow around the site.

LLS TRAFFIC MANAGEMENT – PROJECT INTRODUCTION



1. Site Access Control Measures
2. Traffic marshals will manage all vehicle movements into and out of the site, ensuring safe turning and maintaining pedestrian priority.
3. Temporary barriers, cones, and signage will be installed to create a controlled access zone on Battle Street.
4. Where required, segregated pedestrian walkways or protected barrier systems will be installed to maintain safe separation from construction operations.
5. Strict Stop/Go control will be used when manoeuvres require temporary traffic holds.
- 6.
7. Delivery & Logistics Management
8. All deliveries will be scheduled via a pre-booked sequencing system to avoid overlap and ensure smooth site operations.
9. No vehicle queuing will be permitted on Battle Street or Bedford Road; holding areas outside the town centre will be used if early arrivals occur.
10. All plant, materials, and waste collections will be coordinated to minimise disruption to the public highway and surrounding residential properties.

PROJECT SITE OVERVIEW



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VEHICLE MOVEMENT, PROCEDURES & RESPONSIBILITIES



1. Introduction
2. The purpose of this document is to explain the process of vehicle movements accessing site using the existing and new infrastructure.
3. Attitude and courtesy while dealing the public and residents, will need to be of a very high standard.
4. Communication between the Banksman team will be key as there will be movements carried out simultaneously.
5. Each Banksman will be aware of and able to carry out each other's duties.
6. Each Banksman team member will carry: 1 x Guardian G1 camera, 1 x whistle, 1 x radio and have their TM A73 CPCS card displayed during delivery vehicle operations.
7. Smoking and non-emergency cell phone usage is forbidden for all team members whilst on duty within the delivery area.

LLS TRAFFIC MANAGEMENT OVERVIEW



1. Good traffic management is a central element of a successful construction site, having an impact on safety, noise levels, neighbours, parking and traffic flow in the surrounding area.
2. Each location is different and faces its own specific traffic constraints, so we offer bespoke swept path analysis and delivery management systems to work for your site. This establishes the best plan for roads, pathways and crossings before anyone sets foot on site.
3. Once work is underway, our trained and experienced traffic marshal's direct vehicles and pedestrians in and out of site to keep everyone safe and make sure work can continue efficiently, with deliveries and collections processed and logged in a timely manner.



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LLS TRAFFIC MANAGEMENT



1. LLS equip their vehicle banksman with guardian G1 body worn camera technology. The cameras record continual footage of site activity and enables the following;
2. Increased activity and vigilance.
3. Self-confidence and authority is boosted.
4. Behavioral activities can be monitored, recorded and presented if required.
- 5.
6. Reductions in aggressive behavior improving the working environment
7. Avoids operatives being abused and allows workflows to progress without delay or obstruction Vehicle Banksmen are supplied with high visibility uniform and whistles to improve safety and assist traffic direction generally.

LLS CPCS TRAFFIC MARSHALL QUALIFIED EQUIPMENTS

1. The Traffic Marshal role will include:
2. Friendly helpful attitude with everyone.
3. Clear communication between traffic marshals on site.
4. Traffic marshals will ensure the safe passage of delivery vehicles on and around the site perimeter
5. Appropriate clothing will be worn,
6. Ensure that any footfall does not meet delivery vehicles
7. A73 Accredited traffic marshal.
8. To increase control for our traffic marshals we equip each one with Go Pro technology. The cameras record continual footage of site activity and enables the following:
9. Increased activity and vigilance
10. Self-confidence and authority is boosted.
11. Reductions in aggressive behavior improving the working environment
12. Avoids operatives being abused and allows workflows to progress without delay or obstruction.



SAFETY GLASSES
WORN AS STANDARD



EACH WORKER WILL
BE QUALIFIED TO
WORK WITH THEIR
CERTIFIED ID VISIBLE
ON THEIR JACKETS

ACTION CAMERA TO
RECORD ACTIVITY
ON THE ROAD



CUT RESISTANT
GLOVES



ALL TRAFFIC
MARSHALS WILL HAVE
RADIOS TO REMAIN IN
CONTACT WITH THE
RELEVANT MANAGERS

SKYOWORKER
SULLY STRAPPED
HELMETS



CLASS 3 BRANDED
HIGH VIS VEST AND
JACKET



CLASS 1 MINIMUM
BRANDED HIGH VIS
TROUSERS



LLS TRAFFIC MANAGEMENT



1. Vehicle movements to and from a site can have a serious impact on residents, local businesses, public transport, pedestrians and other road users.
2. This movement can also affect local parking availability, traffic flow, road safety and generally cause inconvenience if not managed efficiently.
3. LLS Logistics ensure safe vehicle movement in the following ways:
4. Use of a Delivery management system (booking deliveries)
5. The LLS Logistics Manager has overall responsibility for coordinating deliveries and the removal of materials and waste from site.
6. Our on-site traffic marshals ensure deliveries are in line with the procedures set out within the DMS
7. The delivery management system will ensure compliance with CLOCS and FORS.
8. Any vehicle that does not have the necessary accreditations will not be permitted access to site or complete booking.
9. Through the DMS and the contractor's orders, all will be aware of rules and procedures pretraining to deliveries.
10. More detail in the following pages.

DELIVERY PROCEDURE PROTOCOL



1. All deliveries coming to site must be booked through our online delivery management system managed by the LLS Logistics Manager. 48 hours' notice is required.
2. The main contractor will provide a project directory to LLS with every appointed sub-contractor, LLS will issue a delivery protocol to each who will provide details to allow them to be set up on the system, they will be then issued with a username and password so they can start booking deliveries.
3. The Logistics Manager will manage the Delivery System accepting or refusing deliveries according to the programme and site requirements, the system captures information required to ensure it complies with this plan, including all vehicles over 7.5t to be FORS Silver.
4. Schedule of deliveries to be produced daily and issued to the traffic marshals and Structuretone to ensure only expected deliveries are accepted to site. Full CO2 Report will be provided by Logistics Manager to the main contractor when requested.
5. Delivery management system will have a vehicle size restriction for pit lane as vehicles larger than 16.50m will not be able to complete the turns accessing and exiting the pit lane.

SUB-CONTRACTOR DELIVERY REQUEST FORM

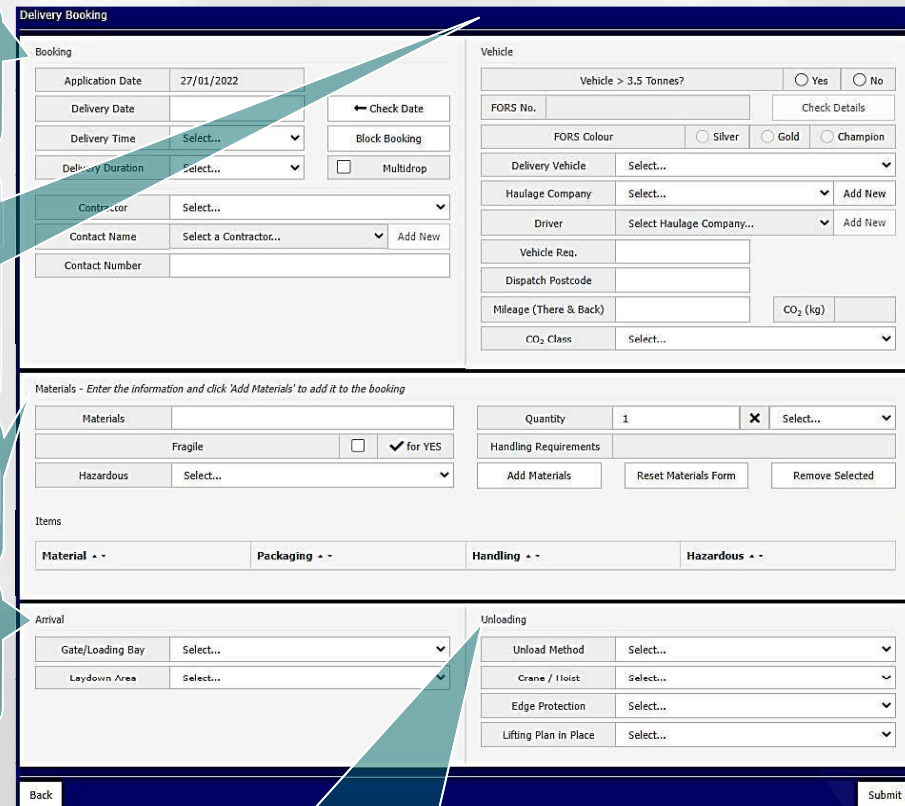
1. Delivery management systems are used to manage deliveries on site through a booking process. The process manages the delivery area, means of vertical lifting and just in time deliveries. In addition, vehicle and transportation data is recorded which eases the reporting process in terms of sustainability and carbon emissions which may need to be met.
2. **The DMS will record:**
 - Vehicle type and size. Delivery date and time. Arrival and departure times. Number of deliveries per day, week and month. Delivery duration within the pit lane. Vehicles up to 16.5m articulated HGVs may be required for the delivery of structural materials, prefabricated components, plant and bulk construction materials. Based on the current construction programme, the anticipated maximum frequency of articulated vehicle deliveries is:
 - typical construction period: 1–2 articulated vehicle deliveries per day. Peak construction periods: Up to 4 articulated vehicle deliveries per day. Maximum vehicle size: 16.5m articulated HGV. Each delivery generates one inbound movement and one outbound movement, equating to two vehicle movements per delivery.

Insert date, time and delivery duration

Insert vehicle type to calculate CO2 for BREEAM ratings

Insert type and quantity of material

Insert what gate/loading bay if applicable



Delivery Booking

Booking

Application Date: 27/01/2022

Delivery Date:

Delivery Time:

Delivery Duration: ☐ Multidrop

Contractor:

Contact Name:

Contact Number:

Vehicle

Vehicle > 3.5 Tonnes? ☐ Yes ☐ No

FORS No.:

FORS Colour: ☐ Silver ☐ Gold ☐ Champion

Delivery Vehicle:

Haulage Company:

Driver:

Vehicle Req.:

Dispatch Postcode:

Mileage (There & Back): CO₂ (kg):

CO₂ Class:

Materials - Enter the information and click 'Add Materials' to add it to the booking

Materials: Quantity: 1

Fragile: ☐ ☒ for YES

Hazardous:

Items

Material	Packaging	Handling	Hazardous

Arrival

Gate/Loading Bay:

Laydown Area:

Unloading

Unload Method:

Crane / Hoist:

Edge Protection:

Lifting Plan in Place:

Insert uploading method statements (requested 48 hours prior to delivery) all documents to be reviewed and accepted or refused with comments

DELIVERY METHODOLOGY



1. This Vehicle Routing & Access Strategy has been developed to ensure that all construction-related vehicle movements associated with the Battle Street development in Reading are undertaken in a safe, controlled, and predictable manner.
2. The routing strategy has been formulated in accordance with CLOCS principles, FORS requirements, and Reading Borough Council Highways expectations for construction vehicle management within constrained urban environments.
3. The site is located on Battle Street, within a mixed-use area comprising residential properties, local businesses, community facilities, and consistent pedestrian activity linked to the wider Oxford Road corridor.
4. The strategy therefore prioritises the protection of vulnerable road users (VRUs) and minimises the interaction between construction vehicles, pedestrians, cyclists, and residents through controlled vehicle routing, supervised access, and strict marshal-led traffic management.

NO REVERSING MOVEMENTS WILL OCCUR ON THE PUBLIC HIGHWAY

DELIVERY METHODOLOGY



1. Interaction with Local Community, Visitors & Residents – Battle Street Development
2. Given the sensitive nature of the surrounding area, the following measures will be implemented during construction:
3. Pedestrian Priority:
Pedestrians, including local residents, visitors to nearby community facilities, and any adjoining public spaces, will always be given priority during construction vehicle movements around the Battle Street site.
4. Marshal Deployment:
Trained traffic marshals will be positioned at key access points including Battle Street entrances, nearby junctions, and along adjacent pedestrian routes during peak activity periods.
Marshals will manage vehicle movements, holding them at designated waiting points if pedestrian volumes make passage unsafe.
5. Parking Management:
Temporary suspension of selected on-street parking bays will be implemented in accordance with approved plans to provide safe corridors for construction traffic. Resident parking outside affected areas will remain available.
6. Event Sensitivity:
Vehicle movements will be restricted or rescheduled during high pedestrian activity periods, including local events, school or university schedules, and nearby religious or community gatherings.

DELIVERY METHODOLOGY



Swept Path Verification

Full swept-path analysis has been completed for:

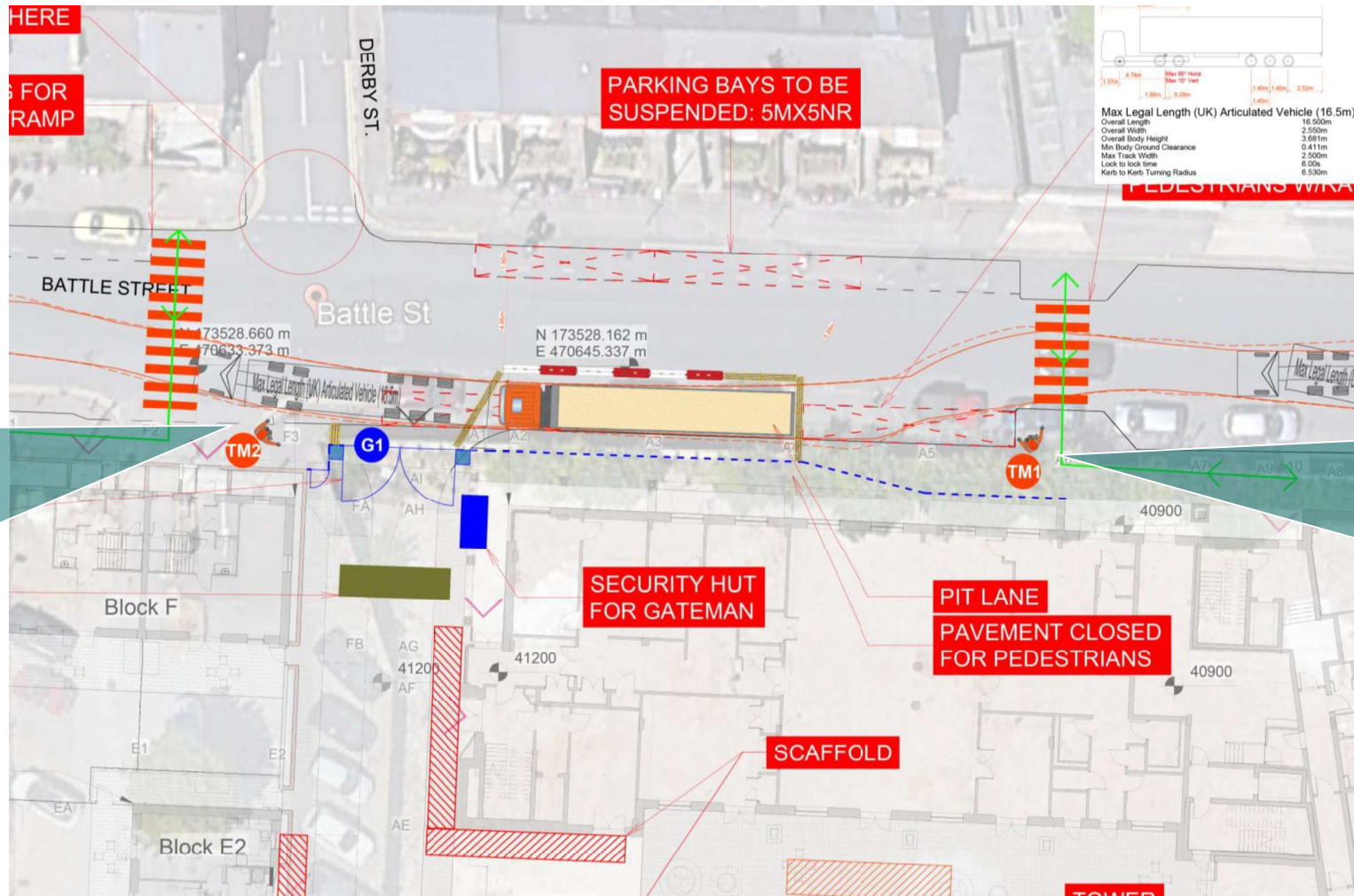
- 16.5m articulated vehicles (primary bulk deliveries)
- Small Concrete Mixer Vehicles
- Small Skip Vehicles
- General construction traffic and service vehicles

The tracking confirms:

1. Compliance with all required turning radii
2. No kerb overruns with the proposed parking suspensions in place
3. Safe entry/exit to/from Cedar Road under marshal control
4. Acceptable clearance around UEL pedestrian routes, temple frontage and residential access points
5. No adverse impact on the functioning of the local highway network
6. Copies of all swept-path diagrams are included within Appendix X of this CTMP.

TRAFFIC MARSHALL METHODOLOGY - BATTLE STREET PIT LANE

Traffic Marshal 2 to ensure vehicle is parked safely and switched off. TM 2 will also open gates to allow vehicle out of pitlane / loading bay and guide the vehicle out safely.



Traffic Marshal 1 to open gates to allow vehicle into pitlane/ loading bay and determine which delivery it is and call the relevant supervisor to collect this materials.

TRAFFIC MARSHALL METHODOLOGY – CRANE LIFT OPERATION

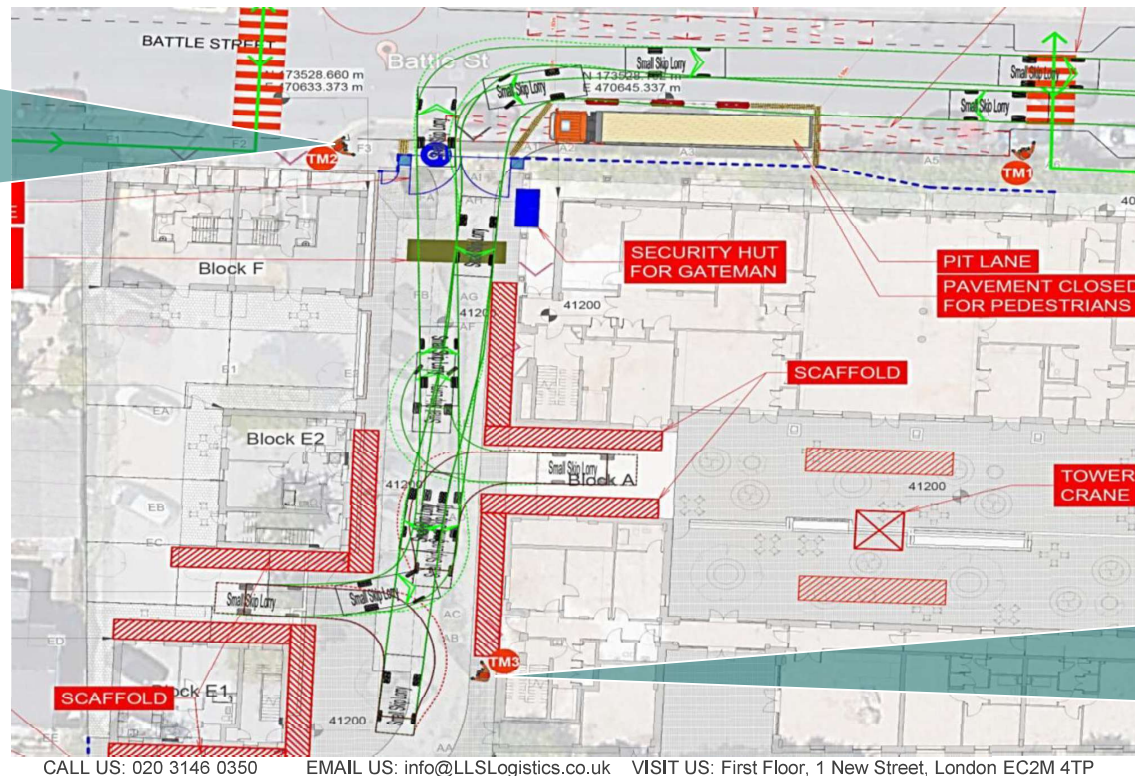
This describe step by step how the crane will lift up deliveries goods from the construction vehicle parked on pit lane.

1. The lift supervisor confirms that the crane, lifting gear, load weight, and ground conditions are suitable.
2. The slinger/signaller attaches certified lifting accessories to the load and checks that the load is secure.
3. The crane hook is positioned directly above the load to avoid dragging or side loading.
4. A short trial lift is carried out to confirm the load is balanced and stable.
5. The slinger/signaller will instruct traffic marshals to temporary halt traffic movements during lifting operations to ensure the safe unloading of materials using stop/go construction signs
6. Once safe, the crane lifts the load from the vehicle while marshals keep traffic stopped and prevent anyone entering the lifting zone.
7. The load is slewed slowly into the site or designated landing area using tag lines where required.
8. Once the load has been safely lifted and moved within the site boundary, traffic marshals will reopen the route and allow traffic movements to resume in a controlled manner.
9. The load is landed on prepared ground, bearers, or the agreed storage area.
10. The slinger/signaller confirms the load is stable before removing the lifting gear.

TRAFFIC MARSHALL METHODOLOGY – SITE GATE 1 (G1)

1. Upon approach to the pitlane / gate the driver is to pull into the pitlane for the traffic marshal to determine which delivery it is and who the delivery is for; after confirming this the traffic marshal is to notify the relevant sub-contractor / supervisor so the delivery can be offloaded in a timely manner.
2. The traffic marshal has full access to the DMS and will only allow in deliveries that have been prebooked through the appropriate channels. Enabling works will need to be completed prior to pitlane being set up to ensure two-way traffic can flow freely without being impeded.

Traffic Marshal 2 to open gates to allow vehicle into pitlane/ loading bay and determine which delivery it is and call the relevant supervisor to collect this materials.



TRAFFIC MARSHALL METHODOLOGY – SITE GATE 1 (G1)



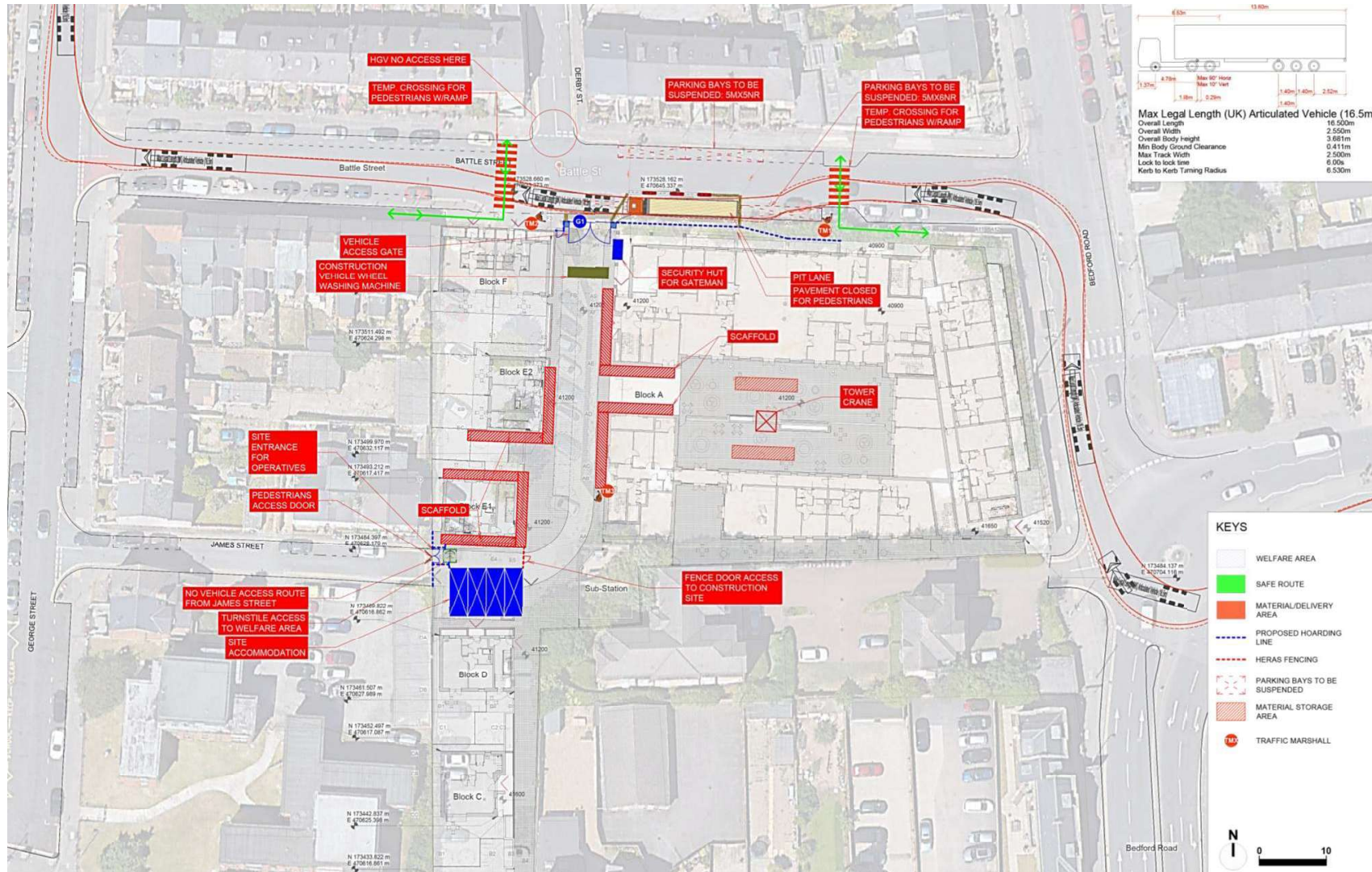
1. Existing Access Arrangements Prior to Gate 1 Becoming Operational. The proposed logistics drawings identify Gate 1 as the permanent construction vehicle access point for the main construction phase.
2. However, it is acknowledged that there will be an initial period during site establishment when the existing site access arrangement remains in operation. During this temporary phase, all construction vehicle movements will utilise the existing approved access point. Vehicle numbers during this period are anticipated to be limited to site establishment activities, including welfare installation, hoarding works, utility diversions and preliminary enabling works.
3. The existing access will be managed by trained gateman/banksman who will control vehicle movements and ensure the safe segregation of pedestrians and vehicles. Deliveries during the enabling works phase will continue to be managed through the Delivery Management System (DMS), with all vehicles required to pre-book delivery slots. This will minimise congestion and prevent vehicles arriving before the site is capable of receiving them.
4. Once the construction of Gate 1 and associated site infrastructure has been completed, all construction traffic will be transferred to the new access arrangement from Battle Street. Thereafter, Gate 1 will become the sole construction vehicle access point for the duration of the main construction works.
5. A phased access plan can be provided identifying:
 - The existing access arrangement during enabling and site establishment works.
 - The sequence for constructing and commissioning Gate 1.
 - The transition period between access arrangements.
 - The permanent access strategy for the main construction phase

A construction worker wearing a black hard hat, safety glasses, and a high-visibility orange safety vest over a dark shirt. He is holding a tablet computer in his left hand and looking at it. The background is a blurred construction site with various equipment and materials.

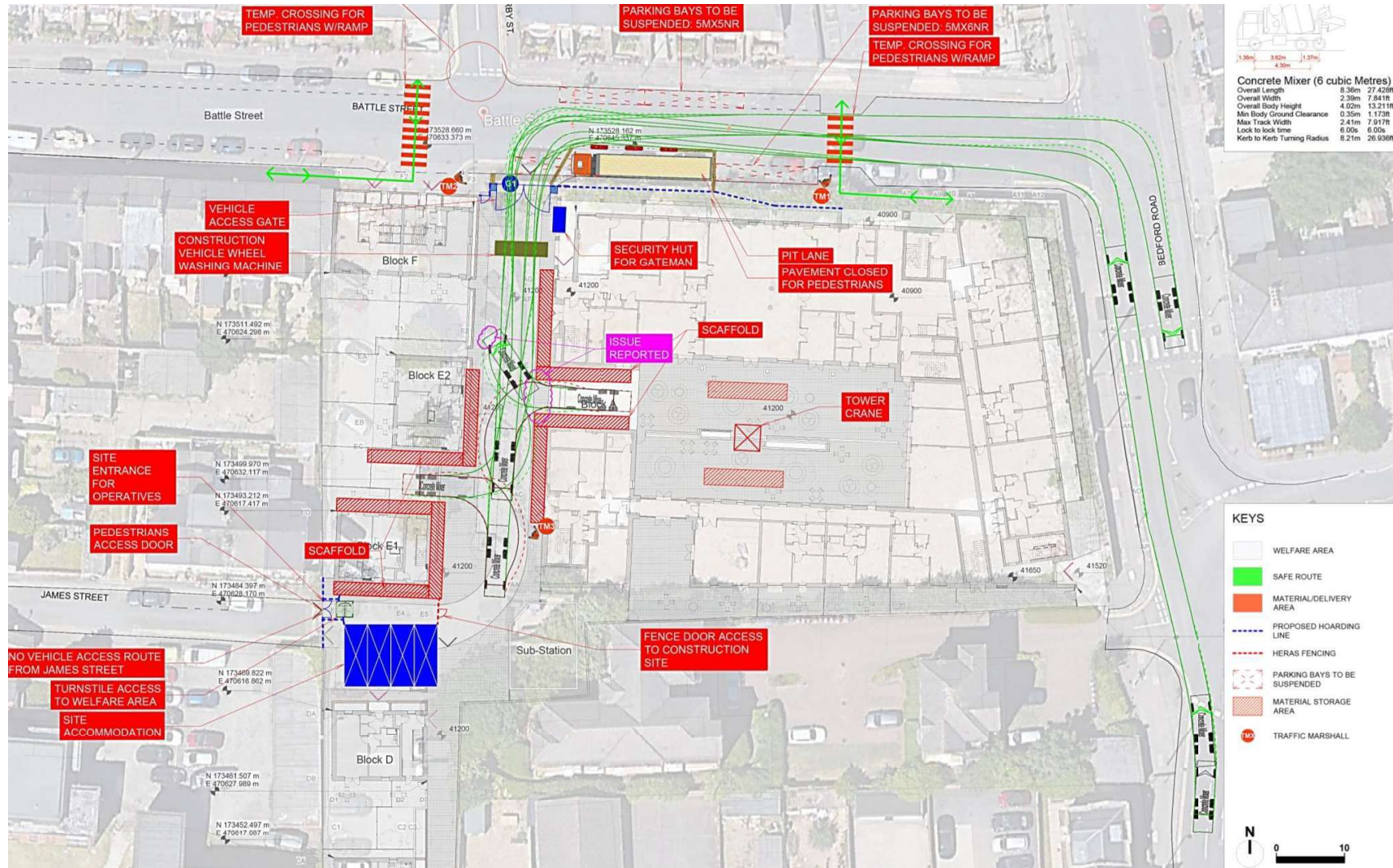
SWEPT PATH ANALYSIS

1. We use swept path analyses to make sure each site's capacity is accurately projected throughout the construction phase, plan entrance and exit routes for vehicles, and making sure oversized vehicles and awkwardly-shaped loads can be accommodated safely with enough turning space where necessary.
2. This information is vital to ensure all stakeholders including the public, workers and construction vehicles can coexist safely on and around a project site.
3. These analyses allows us to finalise site layout, design gates and signage, arrange delivery and refuse collection schedules, allocate parking and loading areas, demarcate emergency access areas and keep the project running safely to schedule. You can also use our swept path analysis reports to support planning submissions.

SWEPT PATH ANALYSIS – 16.50M ARTICULATED VEHICLE



SWEPT PATH ANALYSIS – SMALL CONCRETE MIXER

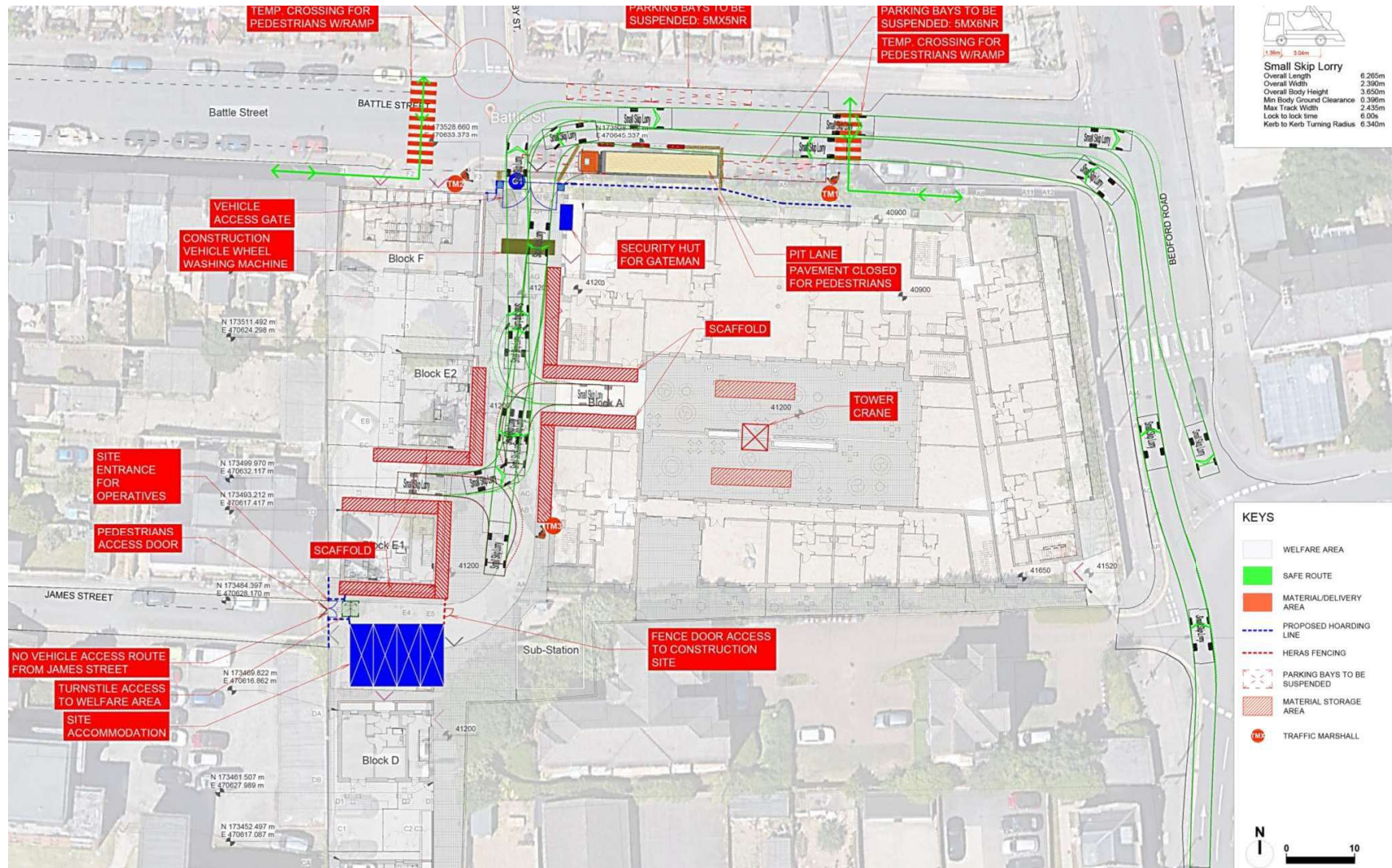


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SWEPT PATH ANALYSIS – SMALL SKIP LORRY

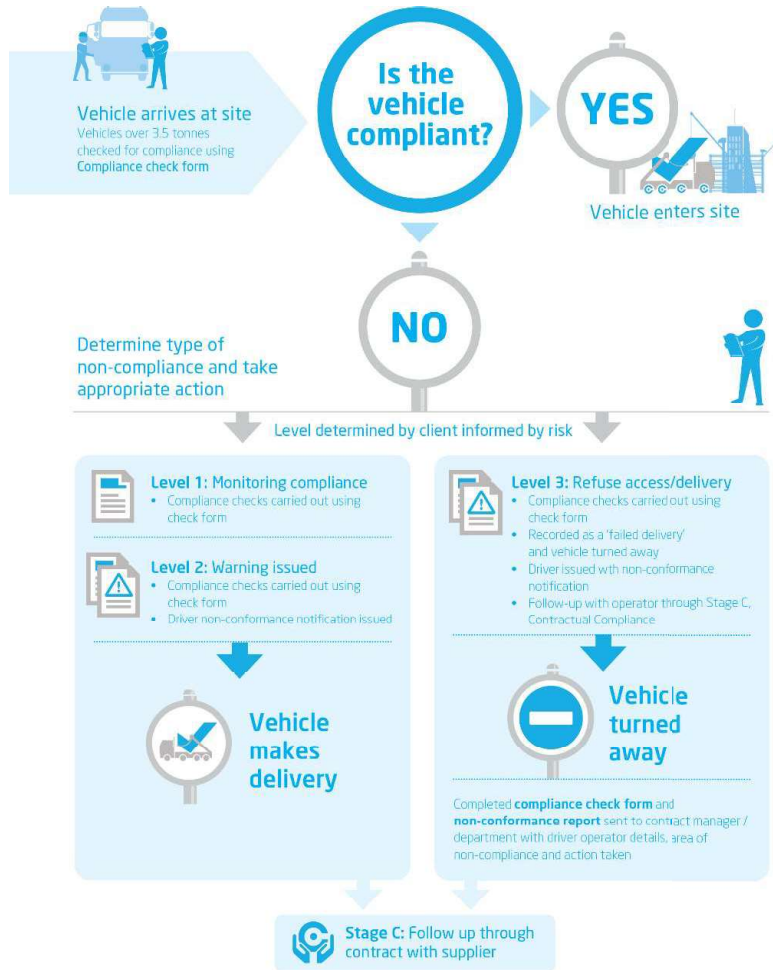


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CLOCS PROCEDURE & CHECKS



TRAFFIC MANAGEMENT EQUIPMENT



1. Red & White Barrier – If applicable
2. Dimensions (mm) - L2000 x H800 x D400
3. Max Angle - 35 degrees
4. Fill Capacity – 400L
5. Weight – 35kg / 400kg
6. Fill / Drain Holes – D95mm / D25mm
7. Fork Channels – 2 x 240mm x 90mm
8. Confirmed Wind Speed – MIRA 78mph

9. Mesh Fence – If Applicable
10. Dimensions (mm)– L1852 x H1400 x D40
11. Panel Weight – 8.7kg
12. Pole Weight – 10.2kg
13. Confirmed Wind Speed – Mira 77.9mph



14. Concertina Barrier
15. Dimensions (mm)– L2000 x H1800 x D200
16. Folding barrier

TRAFFIC MANAGEMENT – SITE RULES



All LLS Logistics Delivery Management Personnel are to note the following restrictions within the site:

- Strict adherence to site rules
- No smoking within the Pitlane or anywhere within the site premises
- No children or animals allowed on site.
- Turn off all engines when in unloading/ loading position where possible to prevent excessive exhaust fumes and noise nuisances.
- Loading bay controlled by Traffic Marshall(s)
- The Client and LLS Logistics Delivery Management team reserves right to refuse deliveries from drivers without proper certification for lifting machinery and operator's certification.
- Pre-booking of deliveries through Online Booking System must be adhered to.
- No parking or mounting of any pavement with delivery vehicles.
- No unloading of materials onto the public highway or footpath without the prior consent of management.
- All deliveries will be brought to the loading bay

CONSTRUCTION LOGISTIC PLAN OVERVIEW SUMMARY



1. Large Vehicle Deliveries & Movements

All deliveries are managed through the project's Delivery Management System (DMS), a mandatory pre-booking and approval process. No vehicle may attend site without a confirmed slot, ensuring full control and traceability.

DMS Recording & Monitoring

The system captures all key data for every delivery:

Vehicle type, size, and registration

Scheduled and actual delivery date/time

Arrival and departure times

Duration spent within the site pit lane

Daily, weekly, and monthly delivery volumes and vehicle movement counts

This data is retained for the project duration and made available to the Local Planning Authority upon request. Delivery schedules are actively adjusted to avoid peak traffic times where reasonably practicable, and coordinated to prevent vehicle stacking on public roads.

Anticipated Maximum Volumes

Based on the construction programme and logistics demand (figures validated for project-specific requirements):

- Vehicle Size: Up to 16.5m articulated HGVs (for structural materials, prefabricated components, plant, and bulk supplies)
- Typical Construction Period: 1–2 articulated deliveries per day → 2–4 vehicle movements per day (1 inbound + 1 outbound per delivery)
- Peak Construction Periods: Up to 4 articulated deliveries per day → Up to 8 vehicle movements per day

(Note: Peak figures adjusted as required for high-demand phases e.g. concrete frame, steel erection, façade installation)

CONSTRUCTION LOGISTIC PLAN OVERVIEW SUMMARY



2. Designated Construction Vehicle Exit Route

All construction vehicles must exit exclusively via Gate 1 (G1) onto Battle Street, following a fixed, one-way approved route:

Battle Street (westbound) → right turn onto George Street → right turn onto Great Knollys Street → right turn onto Bedford Road → rejoin the principal highway network.

Route Design Benefits

- Safety First:** Eliminates reversing, multi-point turns, or complex manoeuvres in public areas; all movements are forward-gear, suitable for 16.5m articulated vehicles.
- Reduced Conflict:** Avoids high-pedestrian areas, narrow lanes, or residential streets; minimises interaction with vulnerable road users and general traffic.
- Proven Suitability:** All roads on the route are assessed for weight, width, height, and swept path requirements for all vehicle types used.
- Controlled Flow:** Creates a predictable circulation pattern, reducing congestion and disruption.

Communication & Control

- Route details are shared with all suppliers, subcontractors, and drivers during the DMS booking process; route plans are provided in advance of arrival.
- Site gatemen and trained traffic marshals supervise departures as required, ensuring safe separation between construction traffic, pedestrians, and other road users.
- Special measures are implemented for abnormal loads or specialist deliveries, in line with approved traffic management plans.

3. Compliance & Continuous Management

The Principal Contractor will actively monitor delivery frequencies, route adherence, and traffic impacts throughout the project. The DMS provides full transparency, enabling real-time adjustments to schedules or operations to maintain compliance and minimise local impact. All estimates and operational measures are based on actual project logistics needs, ensuring realistic, deliverable, and responsible management of construction traffic.