PROJECT DETAILS

Project Name:	A61 – Old Mill Bridge
Project Number:	CRMCS066

APPROVAL

	Date	Signature
Reviewed by Site Lead *		
People, Vehicle and Plant Coordinator		
Reviewed by HSES Advisor *		

***** These signatures are required for the first issue only. Thereafter the People, Vehicle and Plant Coordinator can approve changes, which shall be recorded in the review section.

DISTRIBUTION OF COMPLETED PVPMP

Copy No	Name	Position	Location
1	Darren Brelsford / Jack Milburn	People, Vehicle and Plant Coordinator	
2	James Henfrey	Deputy People, Vehicle and Plant Coordinator	
3	Sean Leighton	Plant and Vehicle Marshal	
4	Chris Graves	Plant and Vehicle Marshal	
5			

RECORD OF REVIEW

Date	Details of Review	By Whom	Action Taken	Signed
09/01/25	Updated layout drawing for access points	JH	Updated layout drawing for access points	J Henfrey
25/02/25	General review	JH	-	J Henfrey
16/04/25	Review due to temporary CDM change	JH	Layout drawings updated and exits/entrances updated	J Henfrey
06/06/25	CDM boundary returned to BB	JH	Layout exits/entrances updated	J Henfrey
12/09/2025	CDM boundary change for YW work	JH	Layout drawings updated and exits/entrances updated	J Henfrey

03/12/2025	Reviewed for YW and VM CDM boundary changes	JH	Previous revision still suitable	J Henfrey
01/04/2026	Reviewed	JH	Amended site staff	J Henfrey
04/06/2026	Amended for north field compound	JH	Change of site location	J Henfrey

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SECTION 1 - INTRODUCTION TO PLANT VEHICLE AND PEOPLE MANAGEMENT PLAN

This Plant Vehicle and People Management Plan (PVPMP) sets out the arrangements that are required to be followed to ensure that the risks involved in the movement of vehicles and plant and the interface with site personnel are identified and controlled as far as reasonably practicable.

As work proceeds the nature of the site will change and as additional or different risks are identified, revised controls will be implemented. Any revisions to this document as a result of these changes will be recorded and re-briefed as required.

The PVPMP is primarily for planning and controlling plant and people interface.

Display/Communication of Information

The arrangements for traffic and pedestrian management will be communicated through the site induction. When further, more specific, information needs to be communicated additional toolbox talks will be given to relevant site personnel.

It is intended that the PVPMP site layout drawings (Appendix 1) will form the main part of the plan and this along with relevant sections of the PVPMP will be displayed in prominent positions on relevant site notice board(s) and will be specific to the site.

Where the site drawing/sketch contains sufficient information, only this needs to be displayed.

Identifying the Hazards

The hazards associated with plant/vehicle movements and the risks they present must to be identified and assessed at the planning stage of jobs.

The key risks associated with mobile plant and vehicle operations on the site include:

- vehicles and their loads striking pedestrians, particularly when reversing
- pedestrians being struck by something falling from mobile plant or vehicles
- pedestrians falling off mobile plant or vehicles
- vehicles striking services, obstructions, structures
- mobile plant or vehicles overturning

Hierarchy of Control

The hierarchy of control applicable to plant and vehicle movements is set out below. This hierarchy of control must be followed at the planning stage of this project and the reasons for working at this level of the hierarchy are detailed below:

Level	Description	Risk Control Measures	Radio Communication Assessment
1 Eliminate	People plant interface removed	Large fenced off area with people eliminated from the work area. Plant operates without marshalling.	N/A
2 Minimise	Full, physical segregation of people and plant	Erect physical barriers around a single operation outside the maximum reach of the machine. Marshall the Plant Safe Zones by physically restricting people from entering	Radio Communication required to control entry into the exclusion zone (see * below)

Level	Description	Risk Control Measures	Radio Communication Assessment
3 Minimise	Partial segregation of people and plant	Use visual means (cones or spray marks) that denote the exclusion zone. Marshall the exclusion zone by physically restricting people from entering. This requires increased supervision and measures to prevent unauthorised access.	Radio communications must be adopted for all activities in this scenario in conjunction with hand signals. (see * below)
4 Mitigate	No segregation of people and plant	Exceptional tasks that require essential personnel to enter the 'amber' Plant Safe Zone (for example, kerb laying, disconnecting attachments, slinging loads, off-loading materials from fork lift trucks or lorry beds). Must be mitigated through a robust site and task specific Safe System of Work. **These tasks must only be conducted with:** • clear communication between the plant operator or vehicle driver and essential personnel performing the task • a method of preventing non-authorised access • a full time Plant & Vehicle Marshal • increased supervision, and a strict discipline in executing the task exactly as written Personnel must not enter the red zone unless the machine functions are fully isolated, engine switched off where reasonable and operator indicates the plant is isolated & safe to approach	Radio communications is imperative in ensuring that giving and receiving safety critical information and/or instructions are clear and concise and instant. (see * below)

***** Only when the risk assessment identifies that the introduction of radio communications either introduces additional risk (e.g. where the plant operator and PVM cannot maintain clear and unobstructed visual contact with each other throughout the full operation etc.) or adds no benefit can the requirement for radio communications be omitted from a safe system of work with Director authorisation (HSES-PR-0004).

A hierarchy means that you start at the top and only if it is not reasonably practicable to do so can the next lower level be used. The justification for progressing down the hierarchy must be detailed below:

Level	Description	Justification
1 Eliminate	People plant interface removed	Work activities cannot be reasonably be completed without interface between people and plant.
2 Minimise	Full, physical segregation of people and plant	Work activities require people within the work area in order to complete the task.
3 Minimise	Partial Segregation of people and plant	Only in very limited circumstances would moving down the hierarchy from this point be justified. Would only be permitted if the segregation would prevent the work from being carried out.
4 Mitigate	No Segregation of people and plant	Not applicable

SECTION 2 – NOMINATION OF RESPONSIBILITIES AND DUTIES

People, Vehicle and Plant Coordinator

The People, Vehicle and Plant Co-ordinator on this project is:	Darren Brelsford / Jack Milburn

The People, Vehicle and Plant Co-ordinator will retain overall responsibility. However, due to the nature and size of some projects/sites, this may be delegated by the People, Vehicle and Plant Co-ordinator to his appointed deputy who is also approved by the Site Lead.

The People, Vehicle and Plant Co-ordinator Appointed deputy is:	James Henfrey

The People, Vehicle and Plant Co-ordinator is responsible for ensuring that effective controls are in place to manage the risk associated with the interface between people and plant.

Duties:

- Have the responsibility for the development, maintenance, review and updating of the PVPMP
- Ensure that effective controls associated with the interface between People, Vehicle and Plant movements have been developed
- Consult with operational staff when deciding what arrangements are required
- In conjunction with operational management ensure there are a suitable number of trained Plant and Vehicle Marshals (PVM)
- Ensure where more than one PVM is required or nominated, clear arrangements and handover of plant and vehicle control between PVMs is agreed and communicated. This may require radio contact between PVMs
- Ensure that the requirements of the PVPMP are communicated to all stakeholders
- Ensure that any generic PVPMP is suitable and sufficient for the activity they are intended for
- Identify and co-ordinate the People, Vehicle and Plant routes on site and should ensure these are established at the start of the activity
- Ensure that all construction site plant (excluding towed plant) that is used on the public highway has an Authorisation to Take Plant onto the Public Highway (HSF-SF-0046a) and is correctly prepared for travelling on the highway in accordance with the manufacturer's instructions.

Plant and Vehicle Marshals

The number of Plant and Vehicle Marshals required on this project (per shift) is:	1
The Plant and Vehicle Marshals on this project are:	Sean Leighton
	Chris Graves

Only trained and authorised Plant and Vehicle Marshals are permitted. Reversing operations or the movement of plant must not be controlled by employees unless they are trained and authorised to carry out the role on this project/site.

PPE requirements for Plant and Vehicle Marshals are detailed in Personal Protective Equipment (HSF-PR-0048)

The Plant and Vehicle Marshal in the gang will be nominated at the start of each day and noted in the Daily Activity Briefing.

Duties of the Plant and Vehicle Marshal:

- Brief plant/vehicle drivers on the relevant controls and method of communication Driver Site Rules (HSF-TF-0047a), the Driver Flash Card for Highways Lane Closures (HSF-TF-0047b) or the PVPMP for the project (this document)
- Brief the plant operators the relevant controls, People, Vehicle and Plant Interface Zone for the specific item of plant (HSF-RM-0047a) and method of communication relevant to the movement they are about to undertake.
- Stipulate in all cases that the plant operator/vehicle driver MUST stop if eye contact is lost
- Always position themselves in a place of safety outside the direct line of travel and remain visible to the operator or driver at all times
- Assist plant operators and vehicle drivers to safely manoeuvre and reverse to prevent injury to people, damage to property or materials, and to stop operations if necessary
- Prevent people from putting themselves at risk whilst plant or vehicles are being manoeuvred or reversed on site
- Check that mirrors, CCTV, flashing beacons and reversing sounders are in place (where fitted), turned on, fully operational and clean prior to reversing operations being undertaken. All defects must be immediately reported to their Supervisor who will agree on the Safety System of Work or rejection of the load
- Ensure that all drivers/operators are instructed at the start of each manoeuvre or shift that if the driver is unable to see the PVM at any point the driver must immediately stop moving and wait for the PVM to reappear. The PVM must at all times be visible by means other than the CCTV

Plant and Vehicle Drivers

Duties:

- Comply with the requirements detailed in the briefing given by the PVM for the project/site/ location
- Stop work immediately if any person enters the plant/vehicle interface zone
- only carry out refuelling operations in designated locations and in accordance with the specific refuelling procedures

SECTION 3 – SITE RULES

The following site rules for plant and people interface apply on this project/site:

- On arrival to the project, all visitors and new staff must have a site induction. In the site induction they will be made aware of the site rules with regards to plant and vehicle movements
- Prior to entering the site, employees must report to the site supervisor who will brief them on the site hazards.
- Pedestrians must stick to segregated areas and must not to approach moving vehicles, or vehicles with the engine running without prior approval from the driver
- Pedestrians are to stay vigilant and visitors are to be escorted whilst on site
- Pedestrians must not go through any closed barriers or move any cones preventing access. These work areas must only be entered under the direct supervision of an appointed Plant and Vehicle Marshal and must be made aware of hazards such as wire ropes at all heights, winching operations, other items of plant and machinery and personnel working in the vicinity
- Pedestrians must only cross at designated crossing points when crossing from one route to another, or when accessing a work task area. Pedestrian movement will be minimised wherever possible to avoid people and plant interface
- Site speed limit is 10 mph, with a reduction to 5 mph when passing work activities or when travelling on Trackway or Terrafirma matting
- The use of seat belts is mandatory
- Mobile phones must not be used whilst driving or operating plant
- Eating or drinking whilst driving or operating plant is prohibited
- All reversing must be controlled by a Plant and Vehicle Marshal. (Unless the need has been eliminated). **The preference is always to remove the requirement for reversing and plant and people interface therefore negating the requirement for a Marshal**
- Engines to be switched off prior to leaving the cab and keys removed from the plant/vehicle **when not in use**
- Full PPE must be worn at all times when outside of the cab
- Plant refuelling operations must only be carried out in designated locations **and in accordance with the project specific refuelling procedures(below)**
- All personnel on site must wear high visibility clothing such that vehicle drivers readily see them:
- High visibility jacket or vest – EN 471 Class 2
- If working on dual carriageway roads with a speed limit of 50mph or more, Class 3 high visibility jacket or vest (long sleeves) must be worn unless the operatives stay within the working space at all times
- When using remote controlled plant the safe positioning of the Operator and Plant & Vehicle Marshal must be agreed prior to any movement on-site and travelling between site locations.

- All HGV coupling and uncoupling operations on our sites are prohibited, unless:
    - An audible alarm is fitted to the tractor unit warning the driver that the parking brake has not been applied. Such an alarm must be activated by the driver's door, must be clearly audible inside and outside the cab (preferably where the airlines are located). The alarm must also be distinctively different to the audible alarm warning for other matters – e.g. that the vehicle's lights have been left on; AND
    - The semi-trailer is fitted with a device that prevents the trailer's parking brakes being released when the airlines are reconnected, until the driver provides a positive input – e.g. through manually resetting the trailer's park brake or depressing the brake pedal when he/she is back in his cab and in control of the vehicle.

SECTION 4 – RE-FUELLING

All plant fuelling must be conducted at the designated location detailed on the site layout plan/sketch and displayed on **the notice boards within the yard welfare unit. (See Appendix 1)**

Only proprietary fuel bowsers or fuel pods may be used.

Fuelling of plant by means of transferring fuel from one vehicle to another is prohibited.

No pedestrian personnel are permitted in the vicinity whilst the vehicles are being positioned in preparation for fuelling.

All refuelling on the project must be carried out by a designated refueller.

No refuelling within 10m of a known watercourse

Spill kits and plant nappies must be used when refuelling.

No smoking allowed within the refuelling area.

SECTION 5 - DELIVERIES

Deliveries to site shall be scheduled to the working times of the site.

No vehicles are be permitted prior to	07:30am	Weekdays
No vehicles are be permitted after	16:00pm (14:00pm)	Weekdays Fridays
Deliveries will / Will not be accepted at a weekend,	**None**	Weekend

All delivery drivers are required to report to the site office **or controlled access point** upon arrival on site, to be instructed and controlled by the designated Plant and Vehicle Marshal.

The Plant and Vehicle Marshal shall brief the external company delivery driver using the site delivery flash card before work commences.

Any vehicles used for routine delivery of materials to site shall be fitted with a reversing alarm and provisions for all round vision.

All reversing delivery vehicles must be under the control of a trained vehicle marshal, irrespective of any alarms or visual aids fitted (unless the need for Marshals has been eliminated). **The preference is always to remove the requirement for reversing and plant and people interface therefore negating the requirement for a marshal.**

The prescribed delivery routes together with their constraints and restrictions are as follows:

- In accordance with the project specific traffic management plan, access maps are to be issued to the driver to ensure that they are following the designated access for the tower

- GS6 Goal Posts will be erected where height restrictions apply for crossing under overhead lines

Any delivery vehicles that will be off-loading goods/equipment using a lorry loader will also be required to demonstrate:

- The operator has a valid CPCS/ALLMI card
- There is a lift plan in place
- Valid certificates are available for all lifting equipment and accessories

Before an HGV trailer is allowed to park and un/couple on site, the Site Lead must ensure that the following control measures are in place:

- The un/coupling area is level and firm enough to support both the trailer landing legs
- Sufficient lighting is available

SECTION 6 – EXISTING HAZARDS FOR WHICH ARRANGEMENTS MUST BE INTRODUCED

The site plans at access points must detail services in the work area and any control measures to be taken. 3rd parties entering the site must report to the site office or controlled access point upon arrival on site, to be instructed by the site supervisor.

Overhead Services

No work shall be carried out under a live OHL between the goalposts without the relevant authorisation. The authorisation must be issued and briefed on site and signed onto by the Works Supervisor. All Height/Slew restrictors must be checked and proven prior to works starting.

GS6 goalposts have been erected a safe distance away from the overhead service where the access route crosses under.

They have been set at the following as specified by the service provider.

Access to ……	Location	Height restriction(m)
South Compound	Asda Carpark (Overhead BT) feeding petrol station from verge pole	7m

Underground Services

Underground services have been identified through service maps from BB design and also local providers. Authorisation will be issued before ground penetration activities are undertaken and any additional control measures identified to protect existing services

Side slopes and gradient issues

Side slopes and gradient issues must be assessed. Through a combination of ground preparation, trackway and alternative routes, gradient and slide slopes will be managed to ensure level and stable vehicles. Where this is not practicable the assessment must detail the specific control measures required.

Weak bridges and culverts

Weak bridges and culverts must be assessed and either upgraded or alternative routes are to be managed.

Any Line Open

As defined in M&EE COP0032 when working in proximity to the railway.

SECTION 7 – PEDESTRIAN TRAFFIC

The site layout plan/sketch details the location of pedestrian routes, vehicle routes, offices, welfare facilities and work areas, emergency exit routes or refuge areas. (See Appendix 1)

Pedestrians are expected to follow designated pedestrian routes. These will be clearly identified on site. Pedestrians must not take short cuts and must only use designated crossing points.

The following identifies specific requirements for pedestrian traffic on this site:

- Areas where pedestrians are prohibited (not including the working party) are the tower site work area and any other coned areas put into place by site gang
- Obey instructions provided by the Plant and Vehicle Marshal
- Use of designated crossing points where provided
- Mobile phones must only be operated when in a safe area i.e. away from operating plant and vehicles

SECTION 8 – PUBLIC INTERFACE

Measures in place to protect workers from passing traffic are as follows:

- Warning signs to be erected in advance of access/egress points and work activities where there is an interface with the public
- Work areas shall be demarcated
- Due to the nature of the works, where necessary, marshals will be put in place to warn members of the public and stop the work activities to allow them to safely pass through the work area e.g. hill walkers passing through an area of upgraded access track
- Compound works are within a fenced off area

SECTION 9 – MONITORING AND REVIEW

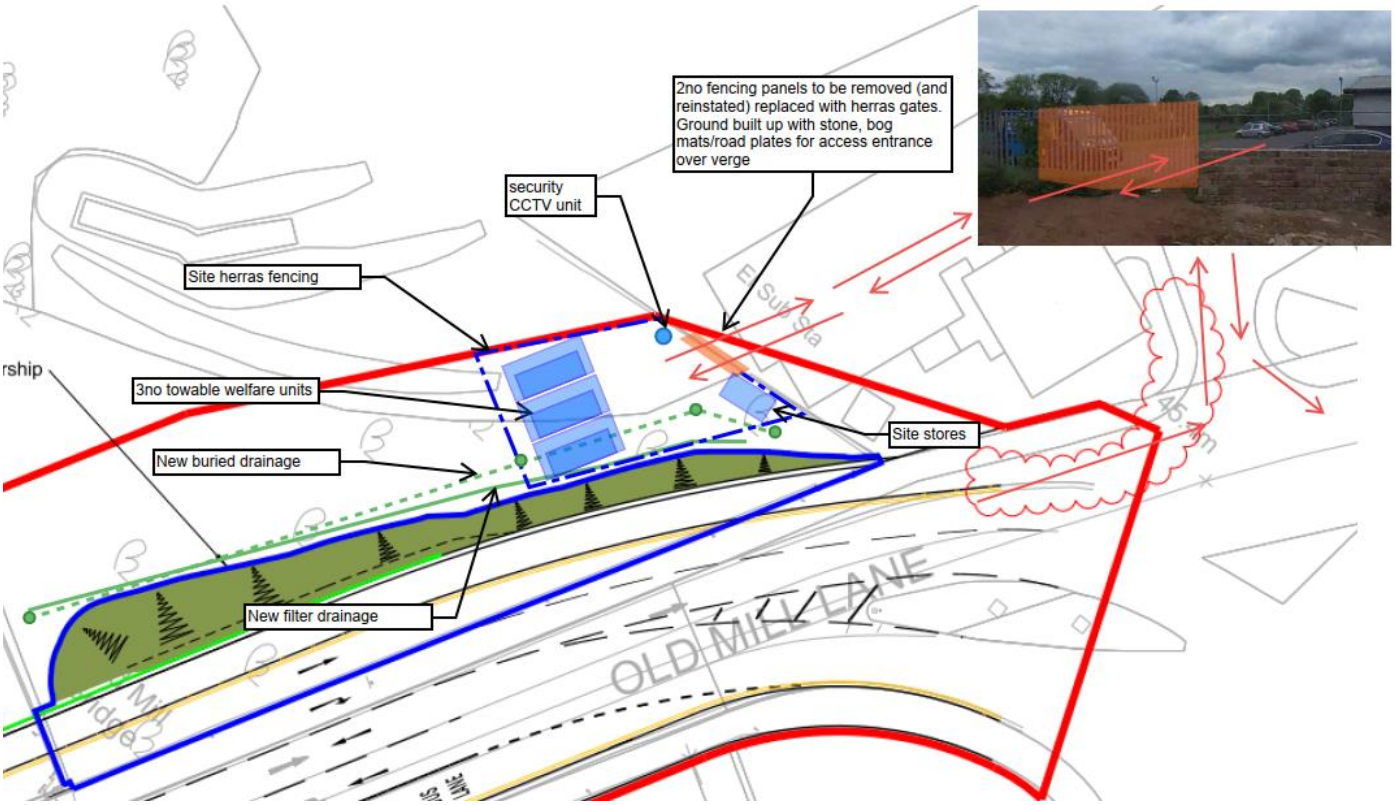
The PVPMP and site arrangements shall be monitored informally on a daily basis and form part of the Company/Project programmed inspection/audit regime and reviews.

The plan shall be reviewed every 4 weeks or when any significant changes that effect the safe passage of vehicles and pedestrian occur, are likely to occur, or as a result of the above monitoring or inspections. The date of any revision must be shown on the plan.

APPENDIX 1 – TRAFFIC, PLANT AND VEHICLE MANAGEMENT PLAN / SKETCH

North Field Layout

Note: See below drawing for key



Wagon/delivery vehicle route (up to articulated vehicles). Any reversing maneuvers are to be undertaken with the guidance of a plant vehicle marshal, as well as any other additional supervision due to interface with members of the public/pedestrians.

Overall layout for access to compound and South abutment

Access 1 (south compound entrance gate)

Standard access for vehicles during site works (during the widening stage prior to traffic switches).

Any vehicles (including deliveries) are to be registered with the ASDA kiosk to prevent potential fines for parking if staying over the 2 hour period

This gate is now the primary exit point so care must be taken when leaving site, and vehicles must give way to traffic within the ASDA car park.

Vehicle movements within the Asda car park should be reviewed prior to arrival to site to see whether marshalling is required within the car park. Deliveries should be booked in advance to enable to site team to manage these movements.

Access 2 (north field entrance)

Access to the north field work areas is via the opening at the north east corner of site before the stone wall/electric brick substation building.

Typically vehicles should be able to swing left from the live lane into the work area, where a banksman should open the gates prior to the vehicle/plant arrival to allow entry.

Standard good practices should apply, including the use of flashing beacons prior to indicating to this left turning to make members of the public aware of the direction of travel and to encourage members of the public to not follow the site traffic.

The banksman will close the gates after the vehicle has entered the north field and prevent access by any other vehicle that may be following the site traffic.

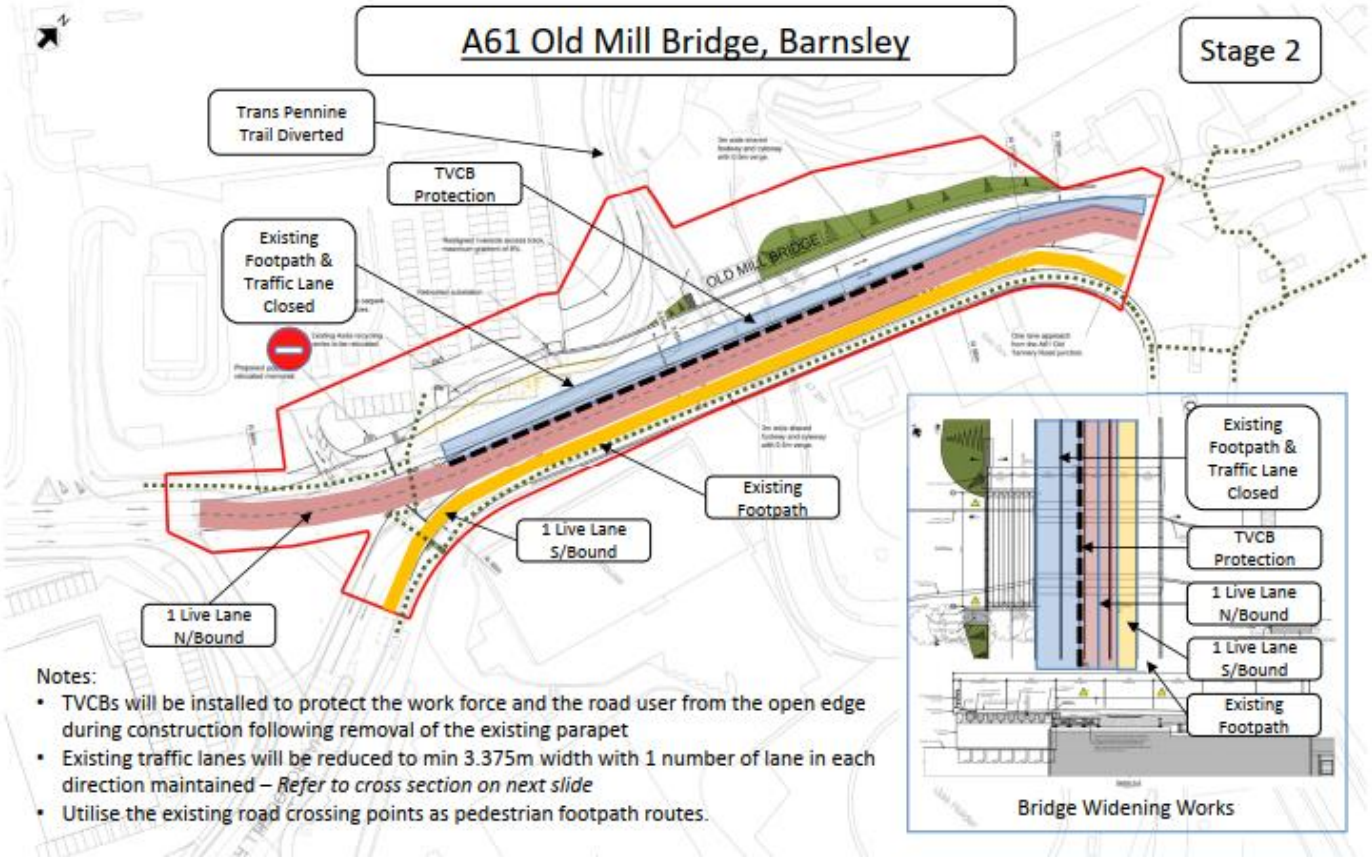
Deliveries of a large size may require a temporary lane closure of Lane 1 (to be completed by PTM) to allow for either reversing into the access 3 opening, or unloading whilst within the lane closure. TM lane closures must be booked in advance and are subject to approval from BMBC.

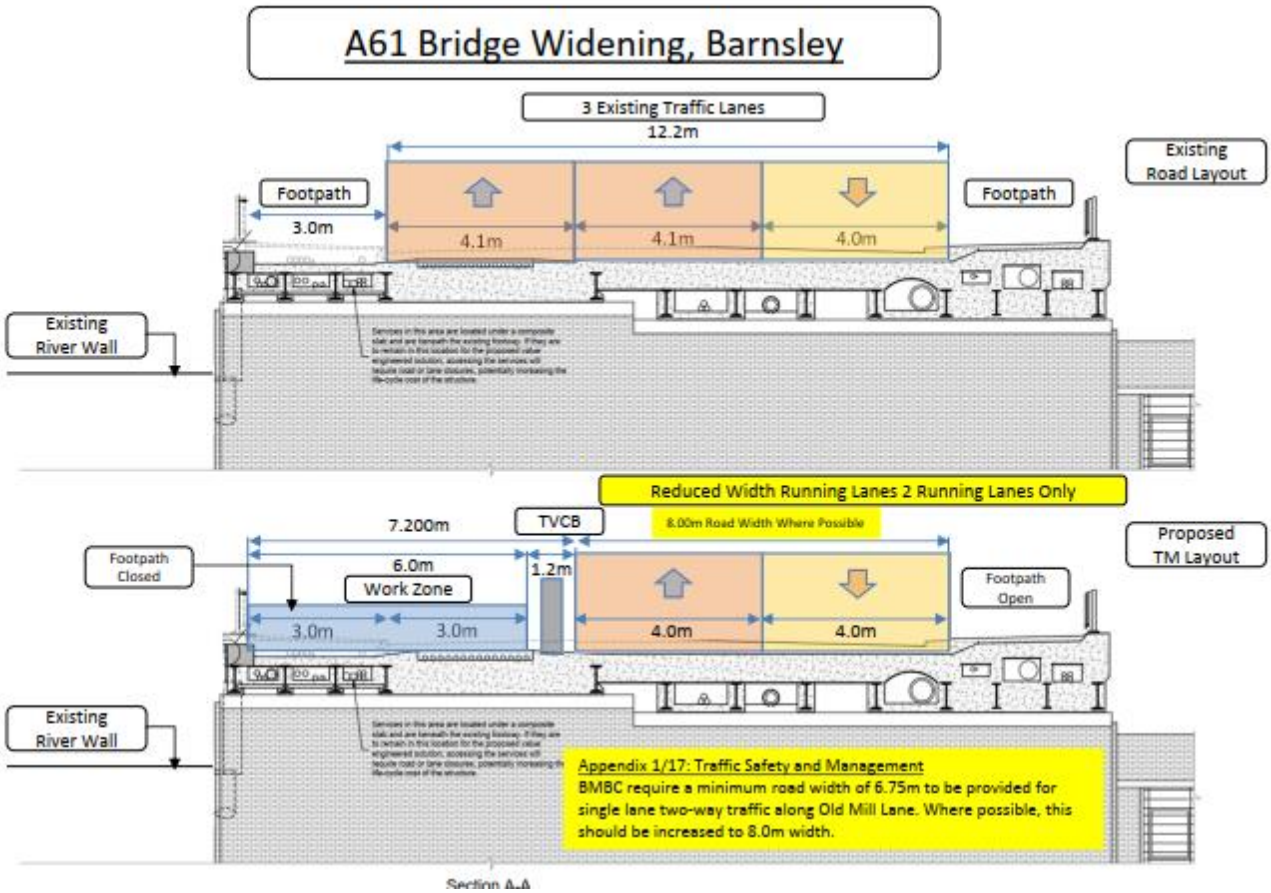
Access 3 (Balfour Beatty north field compound)

Access to the north compound should be limited to standard plant movements (wheeled excavator, 6t/9t dumper, vans with trailers) and cars/vans – wherever possible.

If access is required for other vehicles (larger delivery wagons, hiabs) these should be reviewed in advance and wherever practicable be diverted to other site entrances. If this cannot be done then any larger vehicle movements should be marshalled accordingly (including additional personnel to manage pedestrians/members of public) and surrounding key businesses should be notified in advance (Greggs, Salvation Army) via consultation with store management.

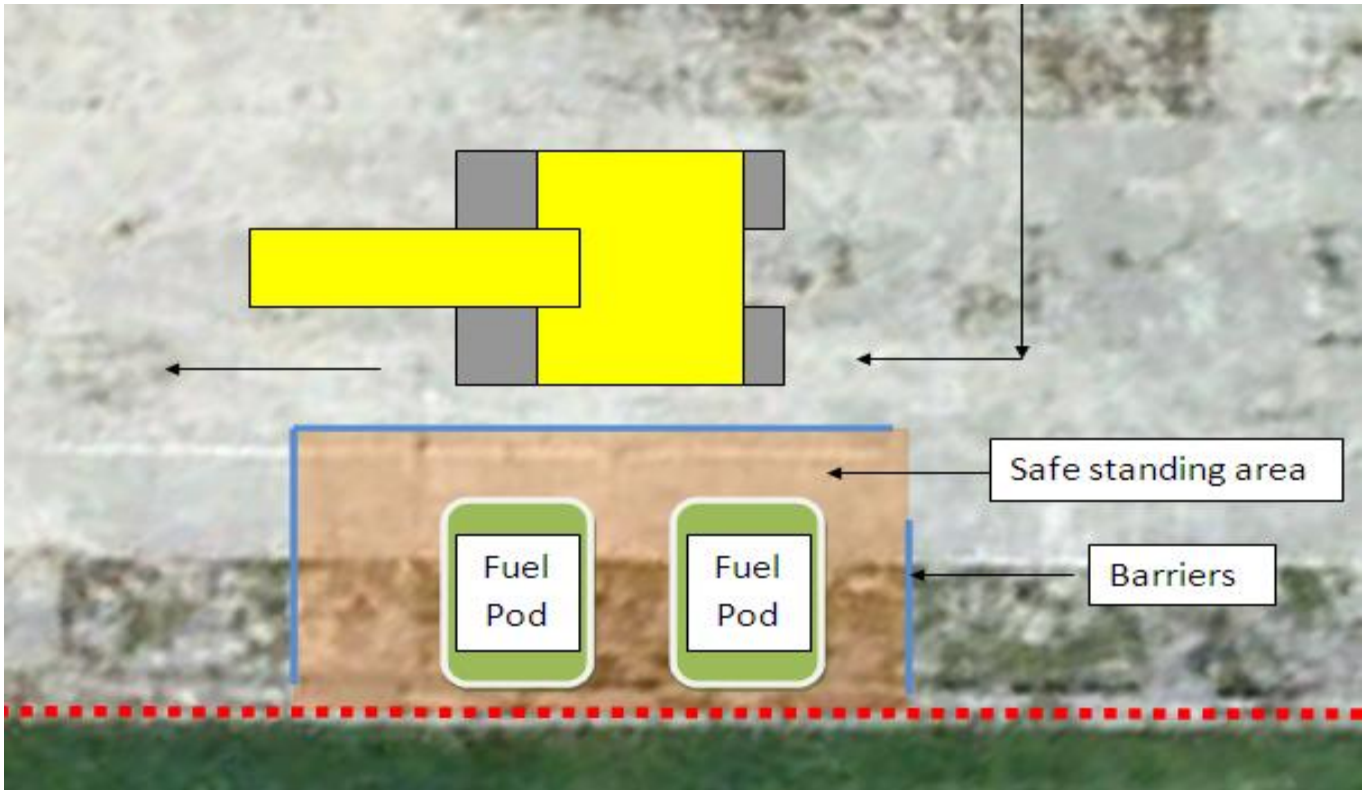
Initial Traffic Management Plan




A61 Bridge Widening, Barnsley
3 Existing Traffic Lanes
12.2m
Existing Road Layout
Footpath
3.0m
4.1m
4.1m
4.0m
Footpath
Existing River Wall
Reduced Width Running Lanes 2 Running Lanes Only
7.200m
TVCB
8.00m Road Width Where Possible
Proposed TM Layout
Footpath Closed
6.0m
Work Zone
1.2m
3.0m
3.0m
4.0m
4.0m
Footpath Open
Existing River Wall
Appendix 1/17: Traffic Safety and Management
BMBC require a minimum road width of 6.75m to be provided for single lane two-way traffic along Old Mill Lane. Where possible, this should be increased to 8.0m width.
Section A-A

Typical layout for a Static Refuelling Location or Fuel Pod

Travel into and out of the fuelling area in a forwards direction to minimise the requirement for reversing by following the 1 way system in the yard.



The vehicle marshal shall guide the vehicle into position close to the static bunded tank or to the mobile fuel delivery vehicle.

Switch off the engine and a plant nappy shall be placed under refuelling point before commencing.