

Project Traffic Management Plan

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1. Purpose

This Traffic Management Plan has been developed to minimise any disturbance or nuisance caused to the general public or UU Operations, due to the movement of vehicles used during the construction works and associated construction activities, for the planned scheme located within the existing Bury WWTW site, Crossfield Street, Bury.

In addition, the safety of all individuals involved in, or affected by, the movement of vehicles during construction has been taken into consideration in the preparation of this document.

This Plan also takes into consideration the practicalities of ensuring traffic movements required for the successful completion of the construction works whilst putting into practice the needs and concerns of the local communities.

2. Scope

This plan is applicable to the project described below for which the business has been formally appointed in writing as 'main' or 'Principal Contractor' by the Client in accordance with CDM.

3. Project Description & Traffic Arrangements

3.1 Project description and programme details including any key dates	Site Address: Network Plus Compound, Bury WwTW, Crossfield Street, Bury, BL9 9TF. Location of the works: The scheme is located within the existing Bury WwTW site with the existing site entrance for vehicular access located at the end of Crossfield Street in Bury. On leaving the main highway carriageway on Crossfield Street, the site compound and office/welfare compounds will be located at designated locations within the works, as shown on the supporting traffic management plans. The existing access to the site consists of a tarmacadam surfaced access road that is suitable for larger HGV vehicles and currently operates under a one-way system. Scope of works: In summary, Network Plus will design and deliver the following solution to meet the project requirements, comprising: • Enabling works • Compound establishment (offices/welfare) • Main site establishment and access • HV Diversion works • Construction of concrete detention tanks • Construction of new MH's & chambers for inlet and outlet pipework • New rising main, valve chamber and associated chambers • MEICA package • Installation of ducting system • New permeable and impermeable surface for compound and access • Site reinstatement Hours of work: Monday – Friday: 08:00 – 18:00 Saturday: 08:00 – 13:00 Sunday/Bank Holidays – No works without prior agreement
3.2 Traffic Route Design	To ensure all construction related traffic movement risks can be appropriately assessed and managed, the following route arrangements shall be established: Please refer to the following drawings: 591086/001 – Bury WwTW – No Works in Service Road 591086/002 – Bury WwTW – Works in South Service Road 591086/003 – Bury WwTW – Works in North Service Road

3.2.1 Description of Traffic Route to Site	There will be three main phases of TM planning for the site to suit the works and the vehicle management will need to be altered to suit the two main phases when works take place on the access road to the south of the main work site. The phasing of the works is as per the TM phasing plans. <u>Bury WwTW – No works in Service Road</u> For the majority of the scheme duration we will operate to this TM plan, which operates in line with the existing one-way system deployed at the WwTW under normal operations. Access to the site will be via the existing main front gate to the WwTW, situated at the end of Crossfield Street, Bury. Once within the site, vehicles will travel around the one-way system to the site entrance to the Northern boundary of the site compound, or if the vehicle is not a site related movement, will continue along the access road to the office/welfare compound. Once the vehicle has made delivery to the site compound they will leave via the same site entrance and travel around the one-way system to the WwTW main gate to exit the site. The same methodology will be followed for the office/welfare compound, where vehicles will follow the one-way system to the perimeter of the site and leave the WwTW via the same main gate. <u>Bury WwTW – Works in South Service Road</u> This TM plan will apply when any works need to take place that restrict access to the layby on the southern boundary of the proposed site compound. This will mainly be when works need to take place within or across the existing service road, meaning the normal one-way system cannot be followed. When this work takes place, the internal service road will be closed under a road closure and the one way system will be removed locally around the site compound and replaced with a two-way system. Access to the site will be via the existing main front gate to the WwTW, situated at the end of Crossfield Street, Bury. <u>Bury WwTW – Works in North Service Road</u> This TM plan will apply when any works need to take place that restrict access to the northern access road and nearby existing UU building known as ASP3. This will mainly be when works need to take place within or across the existing service road, meaning the normal one-way system cannot be followed.
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	When this work takes place, the internal service road will be closed under a road closure and the one way system will be removed locally around the site compound and replaced with a two-way system. Any vehicles that need to reverse on site will be under the control of a competent banksman. This includes the weekly visit for the UU Operations on site to the ferric dosing point located on the service road to the south side of the site. Access to the site will be via the existing main front gate to the WwTW, situated at the end of Crossfield Street, Bury.
3.2.2 Traffic Restrictions	There will not be any traffic restrictions applied during the works and the UU Networks team will be able to operate as normal.
3.2.3 Site Traffic Arrangements	As per Section 3.2.1 the site traffic arrangements will be managed in 2 main phases throughout the scheme.
3.2.4 Traffic Route Plan	Please see attached plans for the traffic routes on site.
3.2.5 Site Traffic Layout Plan	As above.
4 Traffic Control & Management Arrangements	
4.1 Site Deliveries	All deliveries must be pre-booked and arranged with 24 hours' notice by the Site Manager.
4.2 Site Parking	Site Parking will be located in the temporary compound located within the site boundary.
4.3 Public Interface Controls	The Construction site will be fully fenced off with site access / vehicle gates locked with combination locks at all times. We may look to demploy a gate man at the entrance of the site for the duration of the works.
4.4 Temporary Traffic Signs	Yes, as detailed on the attached plans.
4.5 Temporary Restrictions	Only restriction will be during the works we will need to restrict access to the southern and northern service roads to the site and change the one way system to suit access and vehicles.
4.6 Road Cleaning & Dust Control	The site layout has been set out to negate the need for vehicles to enter the site other than on the haulage delivery route which has been set out to operate for delivery vehicles and safe access and egress to the site.

	Where required damping down of surfaced and unsurfaced roads during dry weather may be required. Removal of stockpiled materials as soon as possible will reduce the spoil drying out and forming a dust source. Road sweepers will be utilised where required and dust suppression must be used by Road sweepers.	
4.7 Control of Noise and Exhaust Pollution	All plant to be maintained and checked prior to use and switched off when not in use. Minimise journey times through better planning, Company Objectives focused on Carbon Footprint. 'Switch-off' signs/ campaigns and review of low-energy alternatives. Creation of recycling hubs to minimise transportation through bulking up and recycling of spoil on site for backfilling operations.	
4.8 Refueling plan	Designated refueling points to be established away from water courses within the site welfare and site compounds. Fuel to be stored in double bunded tanks with Spill kits to be provided and maintained regularly at both locations.	
4.9 Protection of Verges & Crossing Points	Crossing points to site will be maintained wherever possible as part of the normal UU site operations and the existing safe system of work for the site.	
5 Emergency Details		
5.1 Emergency Contacts	Title & Name	Contact Telephone no.
	Project Manager: Alan Phillips	07388 943 622
	H&S Advisor: Oliver Norris	07506 302 802
5.2 Emergency Response Plan	TBC	
5.3 Accident/Incident Reporting Procedure	In the event of an accident or incident on or connected to any of our sites, we would remind employees that they must comply with the '2, 2, 2' process as follows: Within 2 hours: Accidents or incidents must be reported by the employee, team or supervisor within 2 hours via Modular+ using N+AIL Reports Form B - Accidents. High Potential Near Misses (An incident that had the potential to cause a RIDDOR reportable injury or a fatality) must be reported by the employee, team or supervisor within 2 hours via Modular+ using N+AIL Reports Form J – Near Miss Report. On receiving details of an accident that has the potential to result in a lost time injury, a RIDDOR or a High Potential Near Miss:	

- The issue must be reported to the Executive Director (ED) by the Framework Manager, the Contract Manager and or the HSEQ Advisor before it is reported to the Client (Do not rely on the ED reading about the incident via the Modular+ notification).
- **Note:** The ED must be provided with regular updates / developments.
- The issue must be reported to the joint Chief Executives who will receive updates via the ED / HSEQ Director.

Within 2 days:

The Operations Team must submit an initial investigation report to the HSEQ Team for review within 2 days.

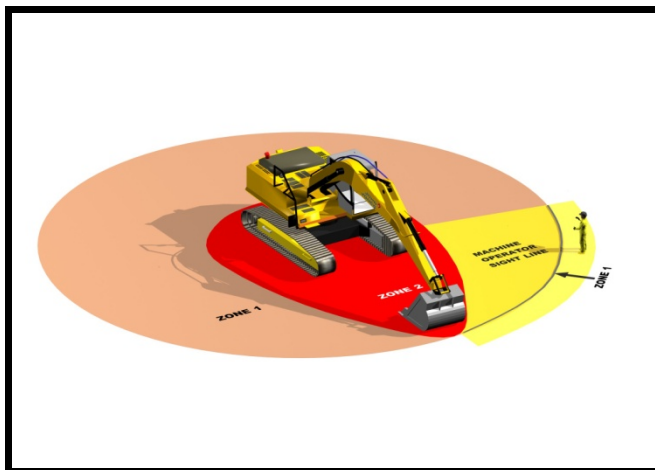
- Use Form SF006 Accident / Incident Report Form for accidents / incidents.
- Use Form SF116 Utility Damage Investigation Form.

Note: If the accident / incident has or could have resulted in a RIDDOR reportable injury, or involved a High Potential Near Miss, a member of the HSEQ Team will assist the Operations Team with the investigation or lead the investigation dependent upon:

- The severity of the incident.
- The potential for the incident to be investigated by the Enforcing Authorities.

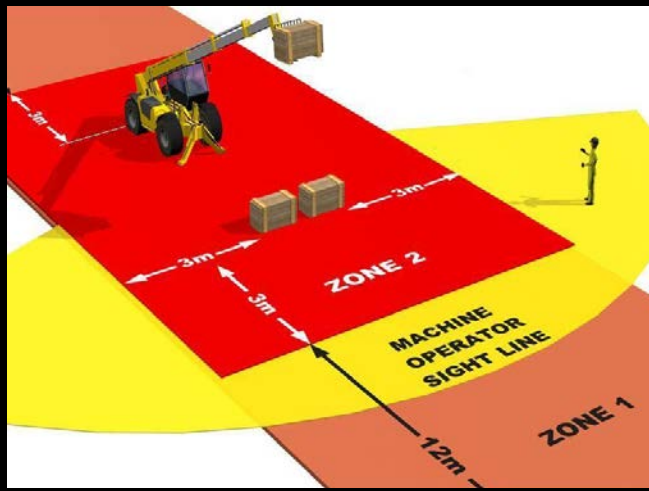
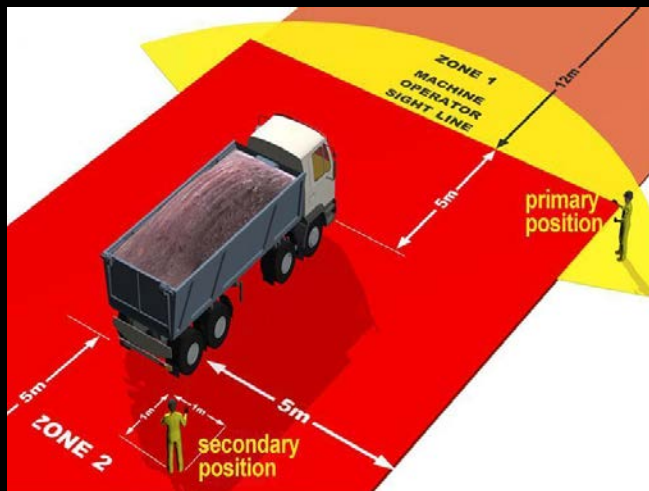
Within 2 weeks (10 working days):

The investigation must be completed, and the report and all supporting information submitted to the HSEQ Team.

6. Plant Movement & Rules
6. Plant Movement & Rules
Item of Plant

Work Activity & Site-Specific Requirements

- Speed limit for the plant/operation is **5mph**
- The work should be carried out within a plant exclusion zone as detailed within the construction RAMS.
- Banks man/Vehicle Marshal is required.
- Requirements for approaching the plant are detailed in the section 8 above.
- Any specific instructions for the Banks man and Vehicle Marshal for this plant/operation will be detailed in the RAMS.
- Pedestrian access to be controlled by the Banks man and Vehicle Marshall.
- The task shall be cordoned off with cones and signage.
- The method/controls for refuelling are detailed within separate RAMS.

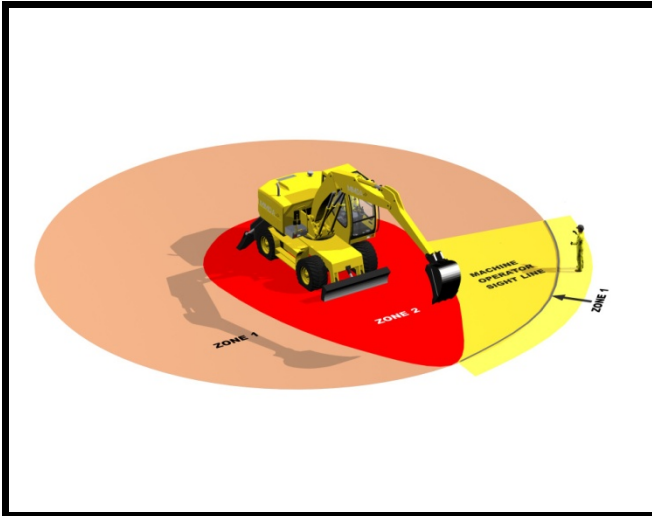
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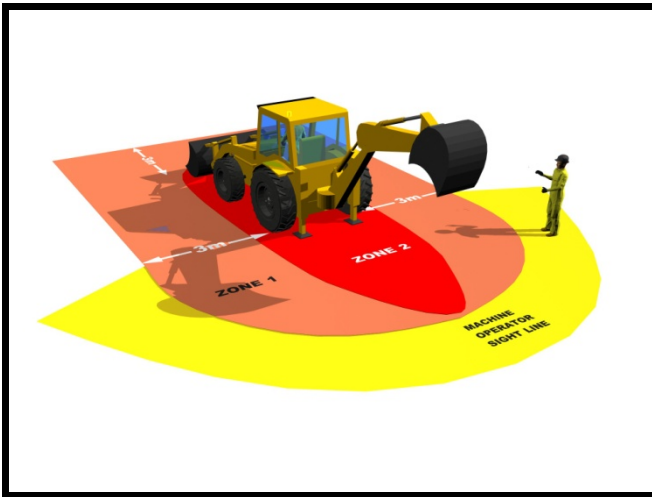
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Item of Plant

Work Activity & Site-Specific Requirements

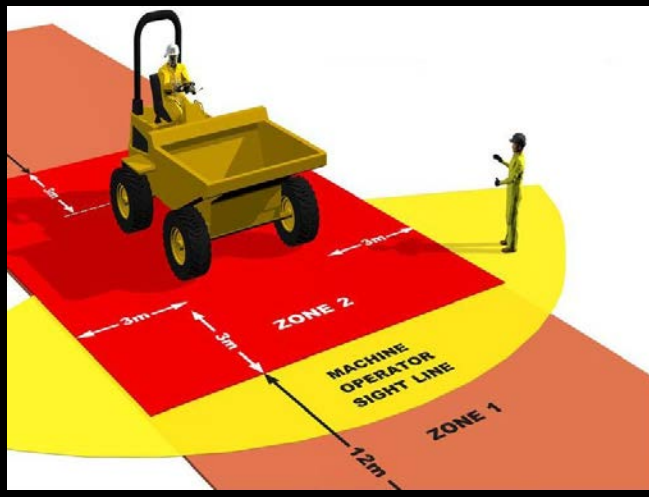
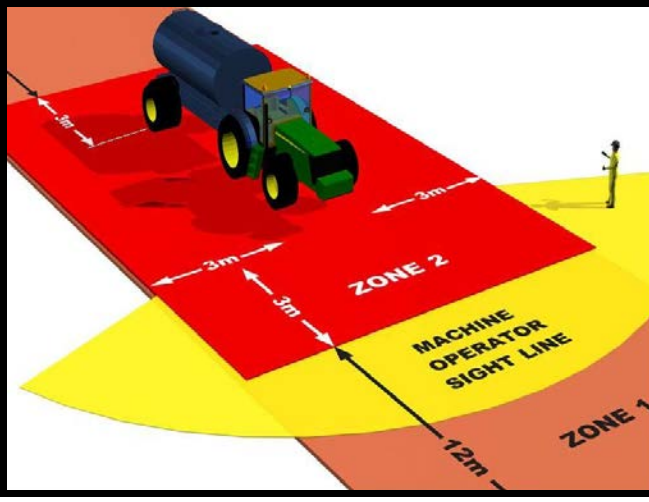


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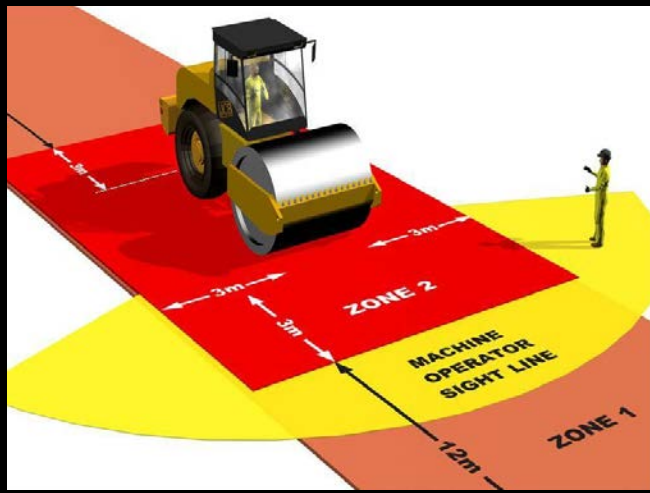


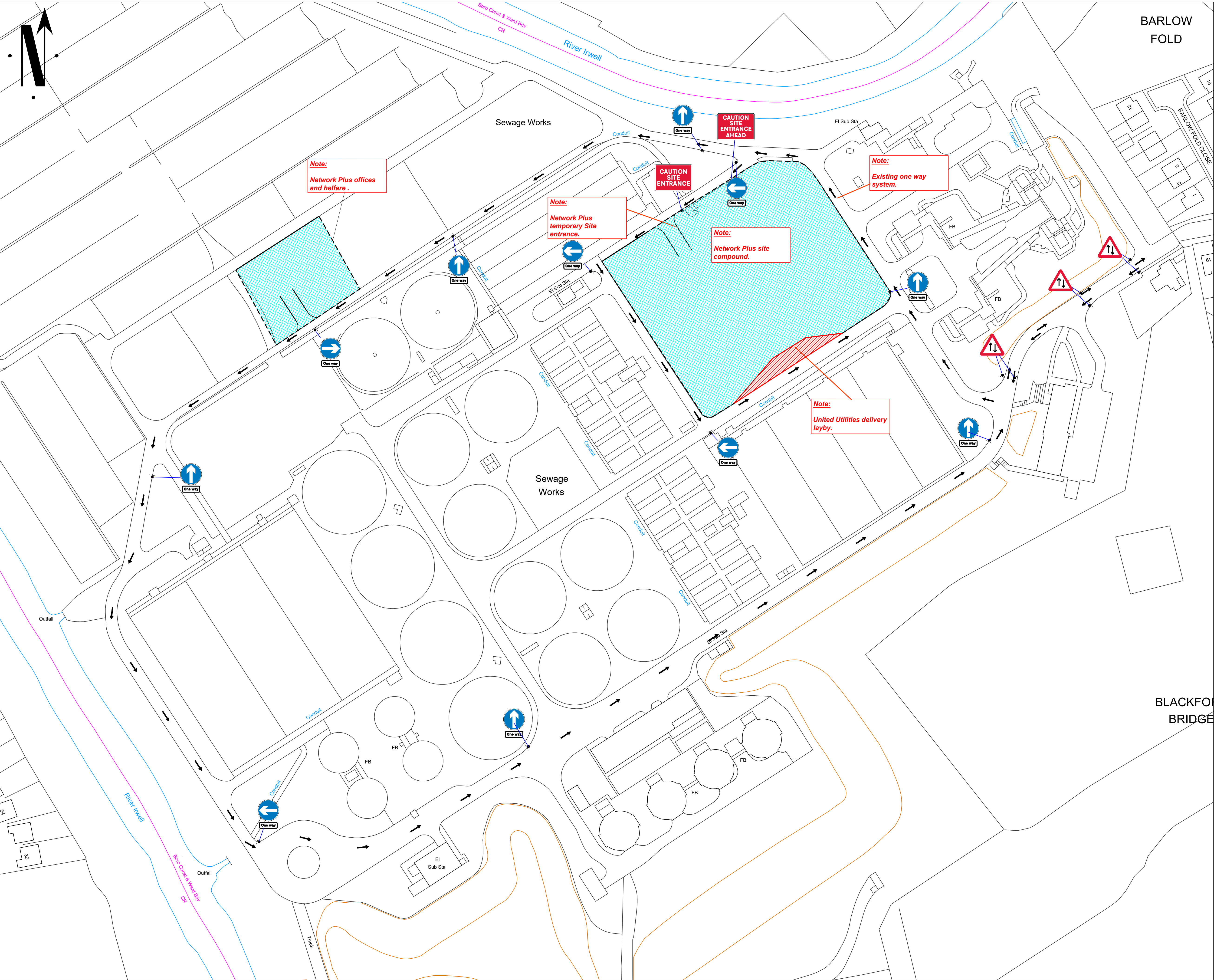
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Risks

- Design completed from information provided + google maps desktop risk assessment
- Cone lamps must be used on all road with A speed limit of 40mph or more.

Notes

- All signs as per Chapter 8. Distances between cones to be 9m maximum unless otherwise noted.
- Distances between signs NOT to scale for purpose of clarity.
- All sign placement subject to available safe working space.
- The purpose of the Traffic Management Plan is for it to be used only as a guide and all traffic management equipment should be put out according to the 'Safety at Street Works and Road Works - Code of Practice', i.e. Red Book & the 'Traffic Signs Manual Chapter 8', i.e. Yellow Book.
- Signs must be placed in accordance with TSM and the scheme RAMS pack.
- Site conditions may have changed since the design of the drawing any changes which subsequently affect the design need to be reported by the Traffic Management Operative & any changes implemented must comply with Chapter 8.

Key

Sign position and aspect of vision

Work area

Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

ROAD SPEED

10

CROSS SECTION

DO NOT SCALE FROM THIS DRAWING.

NO WORKS IN SERVICE ROAD

A	02/03/23	AS DRAWN
REV.	DATE	DESCRIPTION

GTM

Go Traffic Management

Head Office: Go Traffic Management,
Chaddock Lane, Worsley, Manchester, M28 1XW
Tel: 0161 351 5370
www.gtm.co.uk

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ISO 9001:2015
OHSAS 18001

TRAFFIC MANAGEMENT PLAN

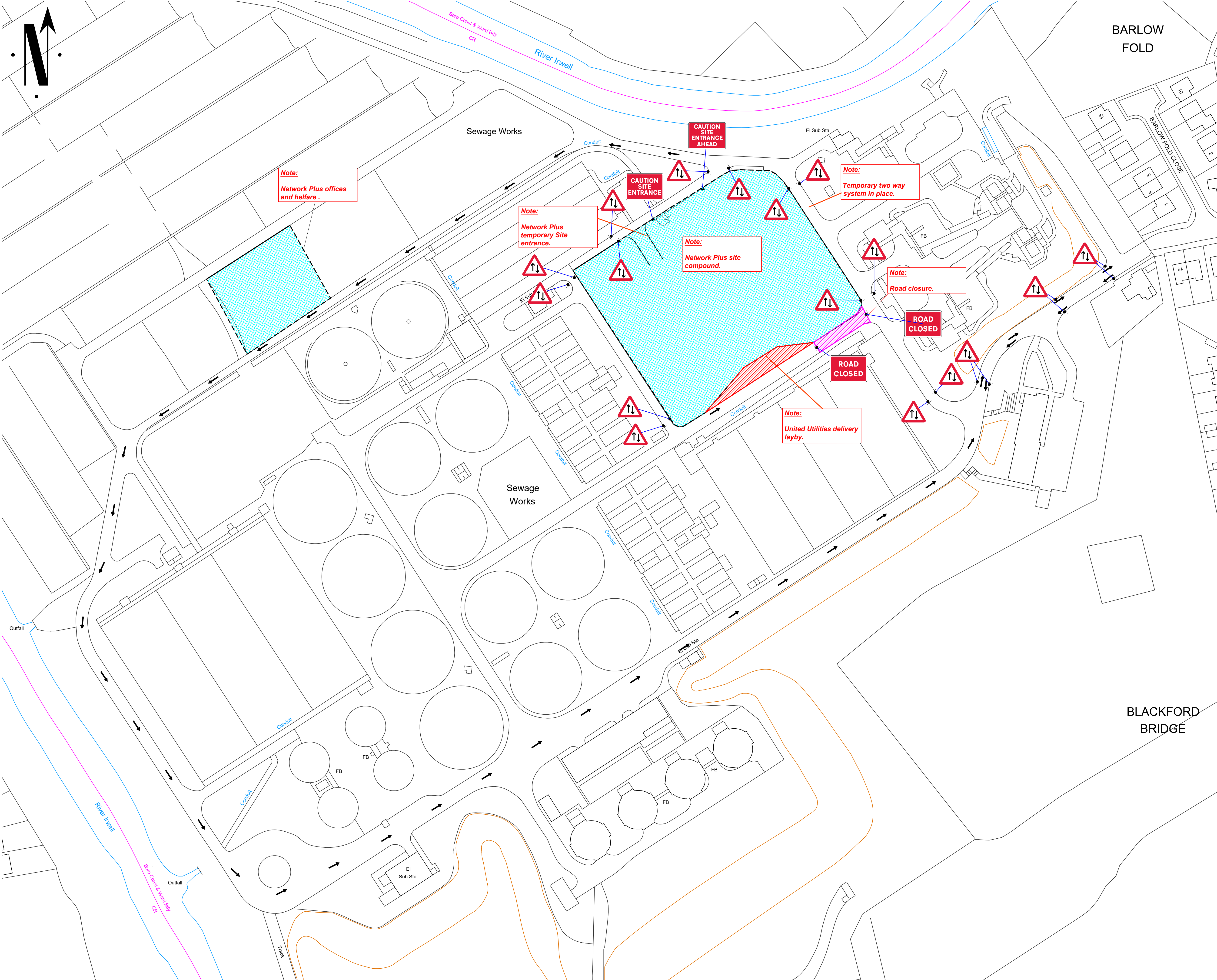
Client: Network Plus

Drawing Number: 591086

Drawing Title: NO WORKS IN SERVICE ROAD
Bury WwtW

	Design:	Technical Officer:	REV:
Name:	J.McNamara	A.Phillips	
Signature:			A
Date:	02/03/23	02/03/23	

BASED UPON THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF H.M. STATIONERY OFFICE.



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Key

- Sign position and aspect of vision
- Work area

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ROAD SPEED

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CROSS SECTION

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WORKS IN SERVICE RD

REV.	DATE	DESCRIPTION
A	02/03/23	AS DRAWN

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TRAFFIC MANAGEMENT PLAN

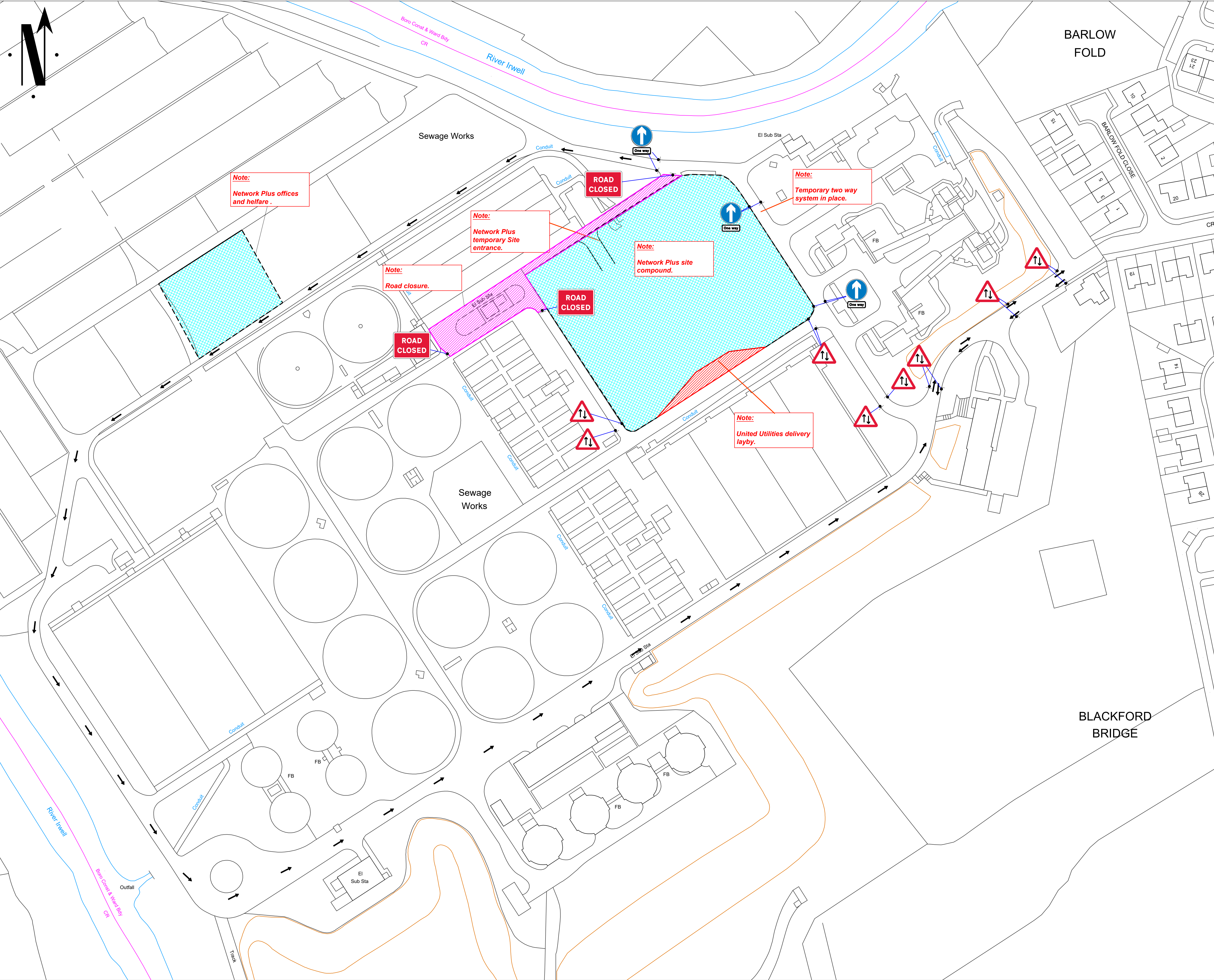
Client: **Network Plus**

Drawing Number: 591086

Drawing Title: **WORKS IN SERVICE ROAD
Bury WwtW**

	Design:	Technical Officer:	REV:
Name:	J.McNamara	A.Phillips	A
Signature:			
Date:	02/03/23	02/03/23	

BASED UPON THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF H.M. STATIONERY OFFICE.



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Risks

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Key

Sign position and aspect of vision

Work area

Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

ROAD SPEED

CROSS SECTION

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HV DIVERSION

A	14/06/23	AS DRAWN
REV.	DATE	DESCRIPTION

GTM

Go Traffic Management

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TRAFFIC MANAGEMENT PLAN

Client:

Network Plus

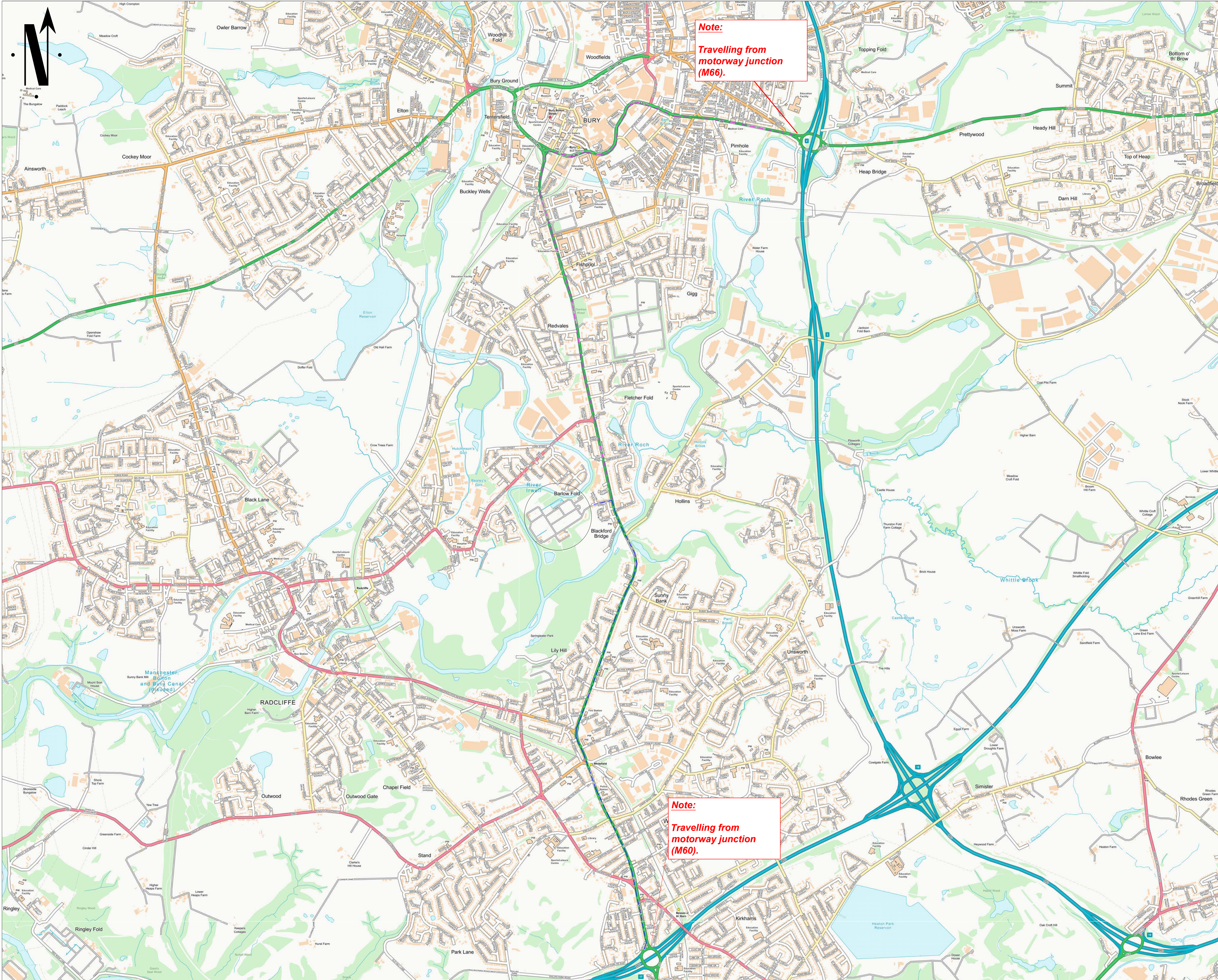
Drawing Number: 591086

Drawing Title:

WORKS IN SERVICE ROAD
Bury WwtW

	Design:	Technical Officer:	REV:
Name:	J.McNamara	A.Phillips	
Signature:			A
Date:	14/06/23	14/06/23	

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Risks

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Key

WRITTEN DIVERSION ROUTE:

BURY NEW RD <-> MANCHESTER RD <-> CROSSFIELD ST

DIVERSION ENDS

WRITTEN DIVERSION ROUTE:

ROCHDALE RD <-> MANCHESTER RD

DIVERSION ENDS

Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

ROAD SPEED

CROSS SECTION



DO NOT SCALE FROM THIS DRAWING. MOTORWAY ROUTE

A 14/06/23 AS DRAWN
REV. DATE DESCRIPTION

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Go Traffic Management

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Chaddock Lane, Worsley, Manchester, M28 1XW
Tel: 0161 351 5370
www.gtm.co.uk



TRAFFIC MANAGEMENT PLAN

Client: **Network Plus**

Drawing Number: 591086

Drawing Title: Motorway route

	Design:	Technical Officer:	REV:
Name:	J.McNamara	A.Phillips	
Signature:			A
Date:	14/06/23	14/06/23	