

Construction Traffic Management Plan

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Client	: Bury Council				

Bethell Acceptance:

	Print Name:	Signed:	Position:	Date:
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Reviewed and accepted by: (On behalf of BMBC)	Name:	_____
	Signature:	_____
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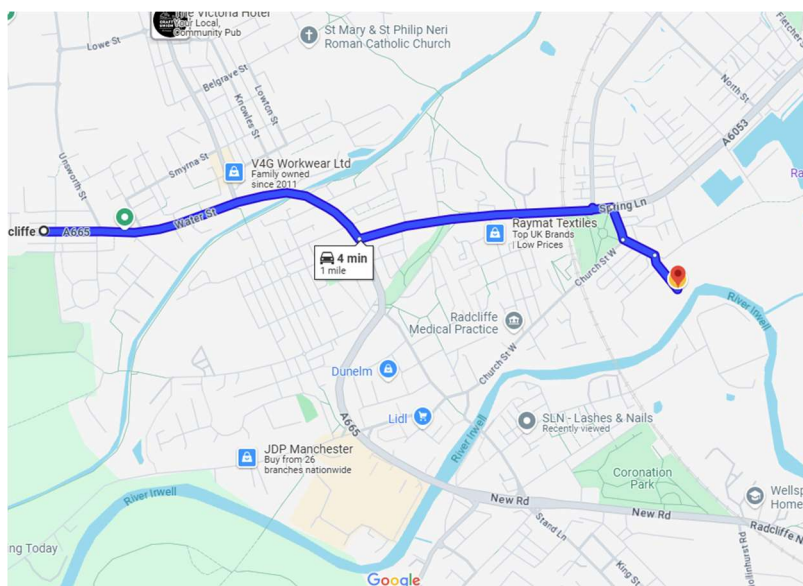
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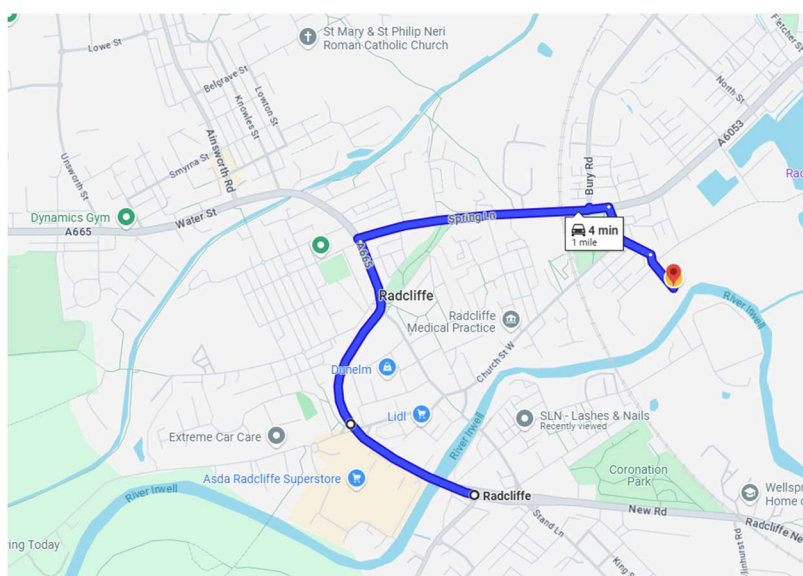
1. Vehicle routing and scheduling

The main routes to site for all deliveries will be:

- For works to the north of the river from the east:
A665 Bolton Rd/Water St onto A6053 Spring Lane onto Rectory Lane

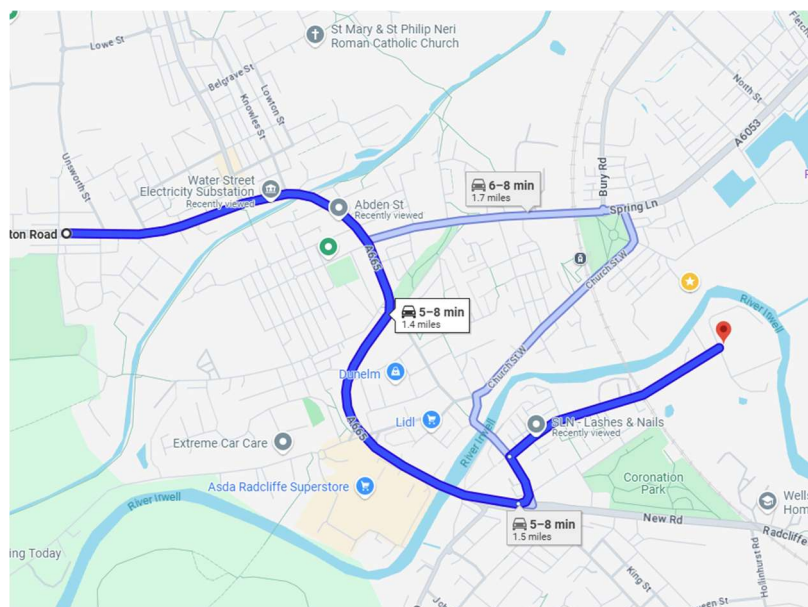


- For works to the north of the river from the west:
A665 Radcliffe New Rd/Pilkington Way onto A6053 Spring Lane onto Rectory Lane

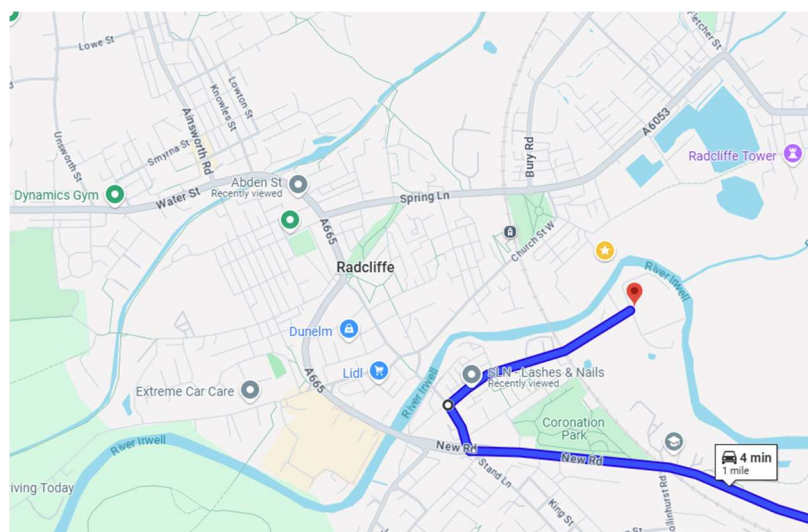


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- For works to the south of the river from the east:
 - A665 Bolton Rd/Water St onto Stand Lane then Milltown Street



- For works to the south of the river from the west:
 - A56 onto A665 Radcliffe New Rd onto Stand Lane then Milltown Street



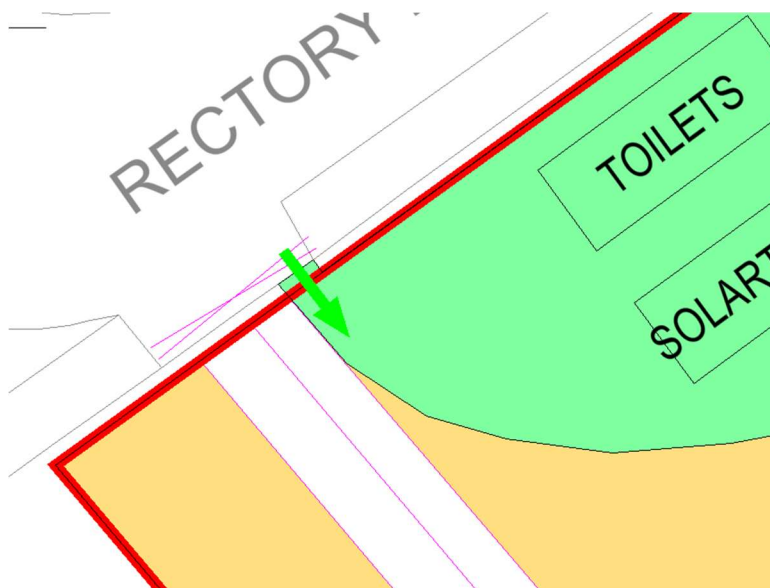
All deliveries will be pre-arranged and scheduled to avoid congestion or queuing onto the public highway. Details of each day's deliveries will be briefed to site staff at a daily start of shift briefing.

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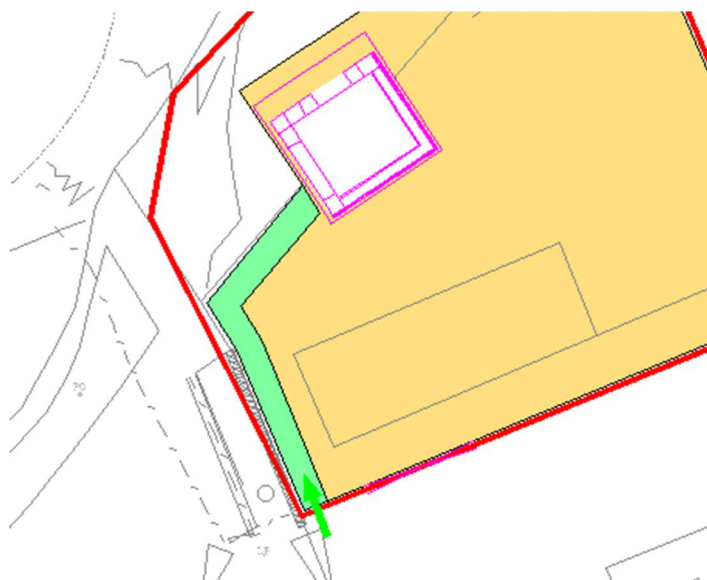
2. Access

The site entrance has gates which will be closed when not in use and locked when the site is closed.

A segregated pedestrian access will be established from Rectory Lane into the main site compound pedestrian area as below:



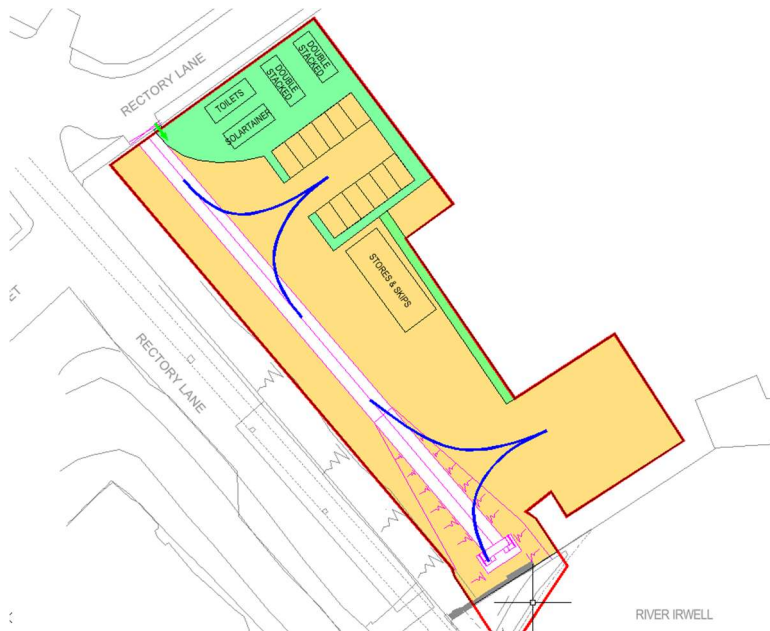
Similarly, a segregated pedestrian access will be in place to the south abutment works area from the entrance to Pioneer Mill:



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3. Vehicle and pedestrian site routes

Segregated pedestrian and traffic accesses and routes will be provided through the site. There is ample turning space for vehicles into and out of the proposed car park and crane pad areas:



See attached drawing "B1512 Milltown St – Site Layout" for full detailing of initial pedestrian & vehicle areas. As the works progress and working areas change the site layout drawing will be updated and new routes briefed to the site team at the daily start of shift briefing

4. Information

All companies organising deliveries will be issued with a pdf showing the required routes to site as detailed in section 1 of this document. On arrival at site delivery vehicles will be directed by signage and Bethell staff.

5. Traffic control measures

No traffic management or vehicle manoeuvring is anticipated on the public highway. The site will operate a 5mph speed limit.

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6. Designated zones on site

A dedicated car parking area will be established at the site compound. No parking outside of the confines of the site will be required.

Deliveries will be offloaded in designated zones clear from pedestrian routes and working areas. Where required site works will be suspended when the largest loads are being delivered (bridge deck sections, crawler crane etc)

An area will be established to the west of the site entrance for cleaning the wheels of vehicles exiting the site. Cleaning methods will be appropriate to site conditions – when site roads are being constructed pressure washing may be necessary, once site roads are installed an EcoRamp system or similar may be used. Roadsweepers will be used where appropriate to maintain the cleanliness of the carriageway on Rectory Lane.

7. Safe load handling

The mechanical equipment that will be required to offload deliveries will include:

- Excavators fitted with chains
- Excavators fitted with fork attachment
- Mobile crane & HIAB
- Crawler crane

8. Training

The site team will be briefed on the CTMP and their responsibilities therein at the start of the project. Specific training/certification may be required for certain roles, e.g. banksman, slinger/signaller etc.

9. Emergency procedures

Method statements for all site activities will detail how to address potential related emergencies.

Due to all works being away from the public highway and the immediately adjacent roads having very low levels of traffic it is not envisaged that site works will have any traffic impact.



Our Values

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10. Hours of operation & programme

Hours of working will be 07:30 – 17:30

Where works are required within 50 metres of a noise-sensitive building the hours will be 08:00 – 17:30

Works are expected to commence late April 2025 on the south of the river and late May on the north of the river.

Peak vehicle movements are expected during construction of the piling platform and crane mat on the north of the river – this is anticipated through June and July 2025 with up to 4 deliveries per hour.