



HENRY BROTHERS

Manchester University
PN 5376 Chemistry Building
Traffic Strategy Plan

January 2022

Based on Risk Assessment: Chemistry Building Risk Assessment 001:

Rev 1 10-01-22



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Traffic Management Strategy

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Record of Amendments to the Traffic Management Strategy

Issue No:	Amendment:	Date Issued	Approved
01	First Issue	10-01-22	CP



1. Introduction

This document has been created to convey the strategy for managing site traffic both within the confines of the site and also approaches where there is a risk of collisions with vehicles and persons in the surrounding areas and establishments such as the University students & staff, general public and busy traffic on Upper Brook Street.

2. General

Chemistry Building access route where there is a high presence of emergency vehicles, hospital vehicles, University staff and visitors and other pedestrians. It's also a very busy road / junction with traffic and pedestrians approaching from all directions.

3. Deliveries

Deliveries should be co-ordinated and timed to miss peak traffic times between 08.00 – 09.00 and 16.00 – 17.00. Supply chain and general delivers will notify site 30 minutes prior to attending site to allow sufficient time for traffic marshal to open access gates and coordinate site logistics / otherwise agree more suitable time to ensure no traffic or pedestrian disruption.

3.1 Communication

All Operatives are to be informed of all matters that may have an effect on their health, safety and welfare. Traffic management will be communicated to operatives during site induction. Re-induction or toolbox talks may be necessary if circumstances change.

Suppliers who are required to make deliveries must be told, in writing, of hazards, restrictions and procedures in advance.

Two-way radio communication will be available to site management who may use it to communicate with banksman and traffic marshals.

3.2 Access routes

a. Gates

On the approach, there will be one set of vehicular gates and one pedestrian gate which will be placed in a recess on Upper Brook Street, a separate pedestrian gate next to it will allow for segregation, gates will be kept always closed to ensure no unauthorised persons gain access into the site / traffic movement areas. All gates and locks will be on a master key system.



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b. Signage

“Henry Brothers Construction Traffic” sign to be placed prior to the site entrance on Upper Brook Street and across the junction at Brunswick Street

Multiple yellow “Warning Construction Traffic Ahead” to be placed along the length of Upper Brook Street at suitable intervals visible from both sides of the road. These may be fixed to lampposts, suitable stands or on a stanchion frame if necessary. Stanchion frames must be weighed down and controlled as temporary works. Further signage will be placed on the compound entrance gates clearly stating that it is a Henry Brothers Construction Zone and that persons who have arrived in error must turn around. A speed limit sign (5mph) will also be placed on the entrance gates.

A phone number will be clearly displayed which visitors can ring on arrival. They must then wait for a banksman to arrive who will provide the appropriate guidance and direction.

Further 5mph speed limit signs will be placed from the gateway leading from the compound into the construction zone, Warning Pedestrian signage will also be erected on the exit route from site and at site crossing positions.

c. Supervision

A trained banksman and traffic marshal will be based on site full time. The banksman / traffic Marshal will supervise any vehicle or plant whilst entering, or leaving site including movement through the site. They will be responsible for reporting any matter concerning traffic management including road conditions to the Site Management team who will act accordingly.

d. Construction Related Pedestrians

Pedestrian gates will provide access and egress for construction related pedestrians. Pedestrian barriers will be installed along routes to provide segregation from plant and vehicles. All persons including visitors require an induction before they enter site for the first time.

3.3 Inside the Construction Zone

e. Speed limit

The speed limit throughout the construction zone is 5mph.

Crane operation exclusion zones will be introduced as required and covered with tool box talks



f. Road conditions

Henry Brothers or contractor drivers must check the road conditions for suitability and integrity before driving onto site. Poor road conditions must be reported to Site Management immediately.

Henry Brothers traffic will also monitor external road conditions on Upper Brook Street daily to ensure no mud or debris has been carried out from the site, Road sweeper will be used to ensure public roads and paths are kept clean and tidy at all times.

g. Reversing

Entering to the construction zone is forwards guided by a banksman and pedestrian marshal, due to space restrictions on site reversing will be required either to carry out a three point turn within the compound area under the control of traffic marshal or when not possible where 40 ft HGV may be required reversing out onto Upper Brook Street under the control of existing traffic light system, traffic control marshal & pedestrian marshal. Stop & Go signage will be used for live traffic control operations.

Loading/Unloading

Loading/unloading areas to be established in advance of construction works starting. Operatives must ensure the vehicle is in a safe area before attempting to load/unload. An exclusion zone should be established using hi-visibility cones or barriers. Material to be moved by mechanical means where possible and placed on pallets (where needed) which are in good condition. Where possible, loading and unloading should be supervised by a banksman.

When loading, operatives are to ensure all loads are adequately secured on/within the vehicle and the weight distributed evenly.

h. Mobile Phones

Mobile phones must only be used in conjunction with a fitted hands-free kit and in line with Company Policy. Plant operators are forbidden to use mobile phones whilst in control of plant.

Telehandlers

- i.** Telehandler operators must provide proof of their competency before they commence on site as well as having a full induction. Telehandlers must be checked before use each day with



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checks recorded in the site plant check sheet. Check sheets must be available for checking by and handed to the Site Manager at the end of each week. **FAULTS MUST BE REPORTED TO THE SITE MANAGER AND RECORDED. FAULTY PLANT MUST NOT BE USED UNTIL RECTIFIED.**

If Telehandlers are required to fetch material from outside of the construction zone, the telehandler operator **MUST** seek aid from the banksman.

j. Earth moving plant (Excavators, dumpers)

Contractors who use earth moving plant must provide suitable and sufficient risk assessments and methodologies which must be approved by site management before commencement.

Earth moving plant operators provide proof of their competency before they commence on site as well as having a full induction. All earth moving plant are subject to daily pre-use checks with checks recorded and submitted to Site Management.

Any exclusion zones must encompass the arm's radius.

k. HGV vehicles / Types & Frequency of Vehicular Demands

Site management may wish to check the driving license of all HGV vehicle drivers before they enter the construction zone. HGV's must be reversed with the aid of a banksman.

Supply chain will be notified the site is not suitable for 40ft HGV transport however in some cases this will be required, it's very difficult to confirm frequency at this early stage, general rigid HGV transport and van deliveries will be on a regular basis throughout the contract period, these will be under the control of traffic marshal / banksman.

l. Parking

No parking (other than site management) will be permitted on site however its expected that vans containing tools and materials will require access to off load. This will be under the control of traffic Marshall / Banksman

m. Trees

Conditions of the trees must be monitored. Any precarious branches etc which could pose a risk of vehicle damage or personal injury must be reported to site management who will take the necessary precautions. No persons other than a designated contractor shall cut or remove any part of the trees.



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Site Access & Delivery Information



Manchester University – Chemistry Building

Site Access & Delivery Information



Site Delivery Arrangements

Contractor & deliveries pre-arranged access will enter the site via

Upper Brook Street – Brunswick Street M13 9TX

83-93-A34 / 53.467067, 2.229.345

Avoid deliveries between peak periods 0800-0900hrs & 1600-1700hrs due to extremely busy traffic & pedestrian movement

Please inform site 30mins prior to attending to allow traffic management to be in position and gates open - No waiting on approach roads

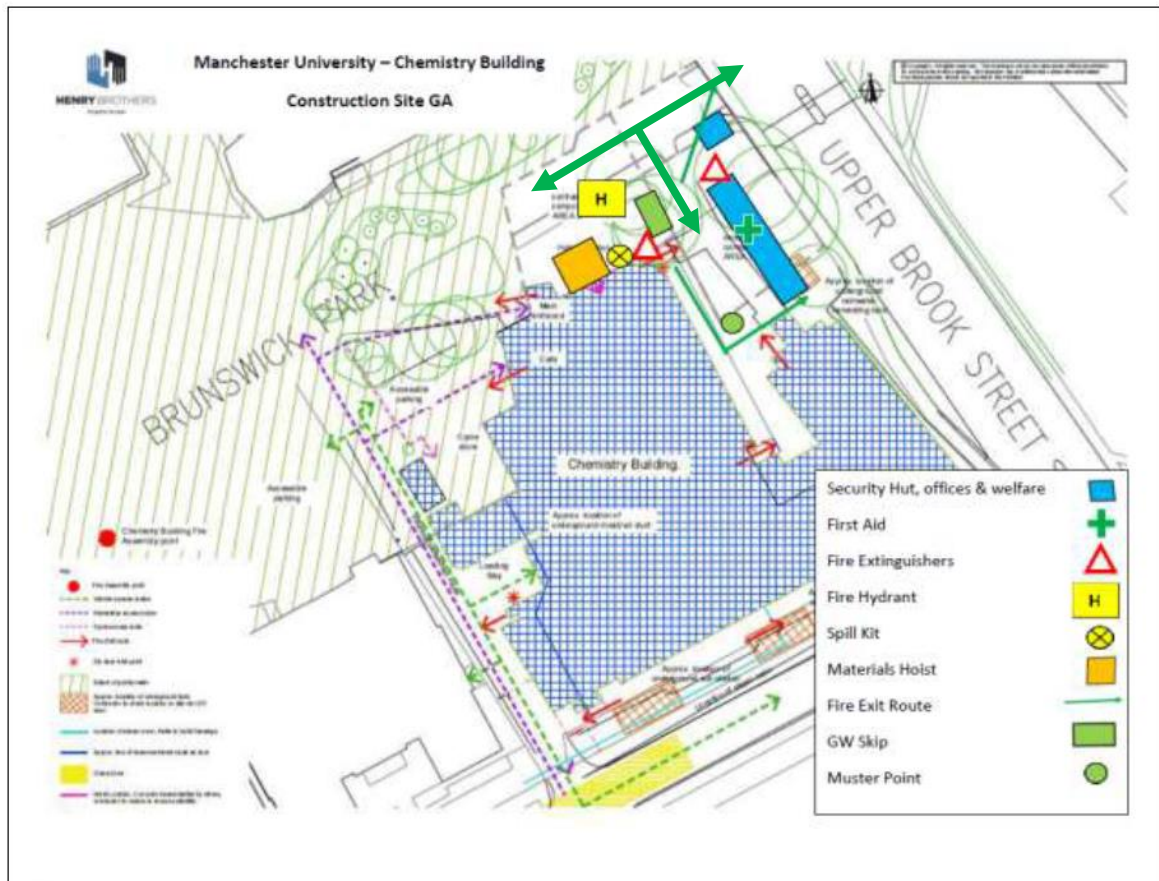
Site Contact; Colin Patterson 07968085823

Ryan Warner; 07413773491





External Site Compound & Turning Area





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