Government Property Agency

AtkinsRéalis



MANCHESTER DIGITAL CAMPUS

Environmental Statement

Volume 4 - Appendix 18.3: Construction Traffic Management Plan

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Notice

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1. Introduction and Context

1.1 Overview

AtkinsRéalis has been appointed to support a Planning Application for a new development known as the Manchester Digital Campus (MDC) for the Government Property Agency (GPA). Part of that support is to produce this Construction Traffic Management Plan (CTMP) for traffic elements associated with this new build. The Site is located to the north of Manchester city centre in the New Islington district on the western part of cleared land previously occupied by the Central Retail Park. The proposed location for the Proposed Development is shown in Figure 1-1.

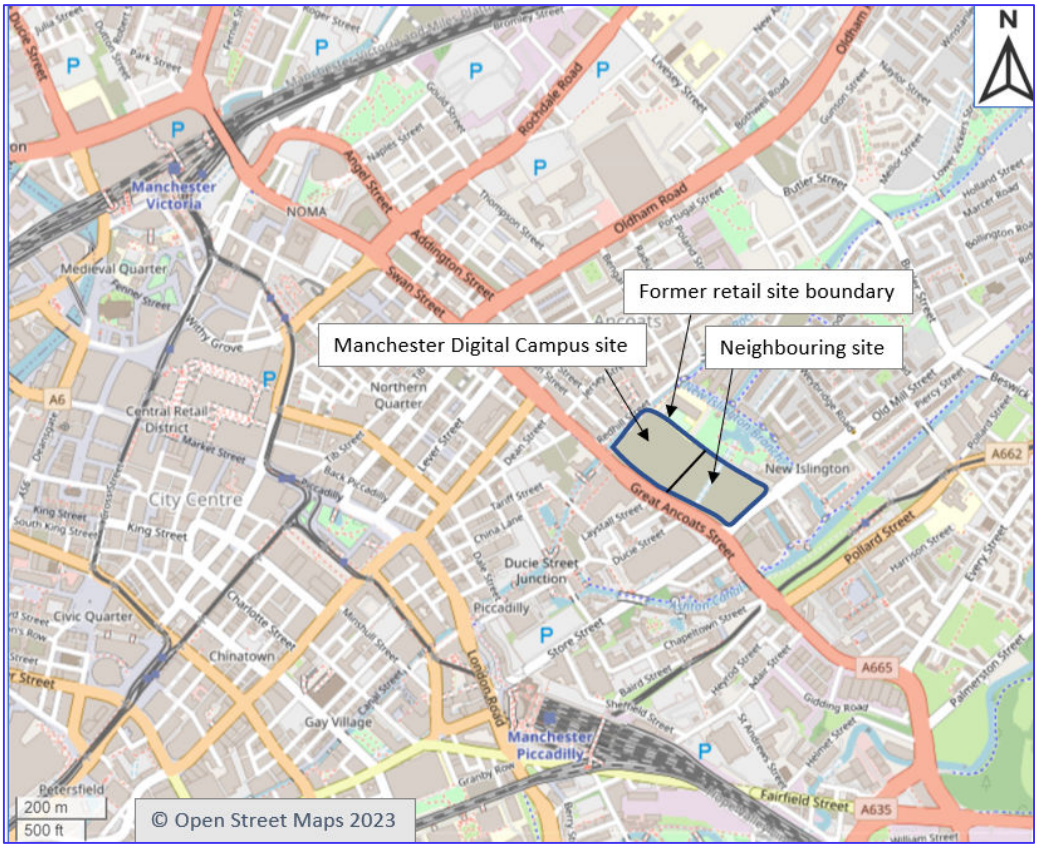


Figure 1-1 Proposed office location

It is proposed to construct two office buildings totalling around 84,000 sqm of floorspace to house circa 7,000 civil servants with up to 4,373 full time equivalents (FTEs) attending each day. It is also proposed to provide 50 accessible parking bays, (plus 5 spaces associated with facilities management and operations) with 15 electric vehicle (EV) charging points and with 320 cycle parking bays. A gate will be employed to check vehicles on entry to the parking area.

Figure 1-2 shows the Site in the context of its immediate surroundings.

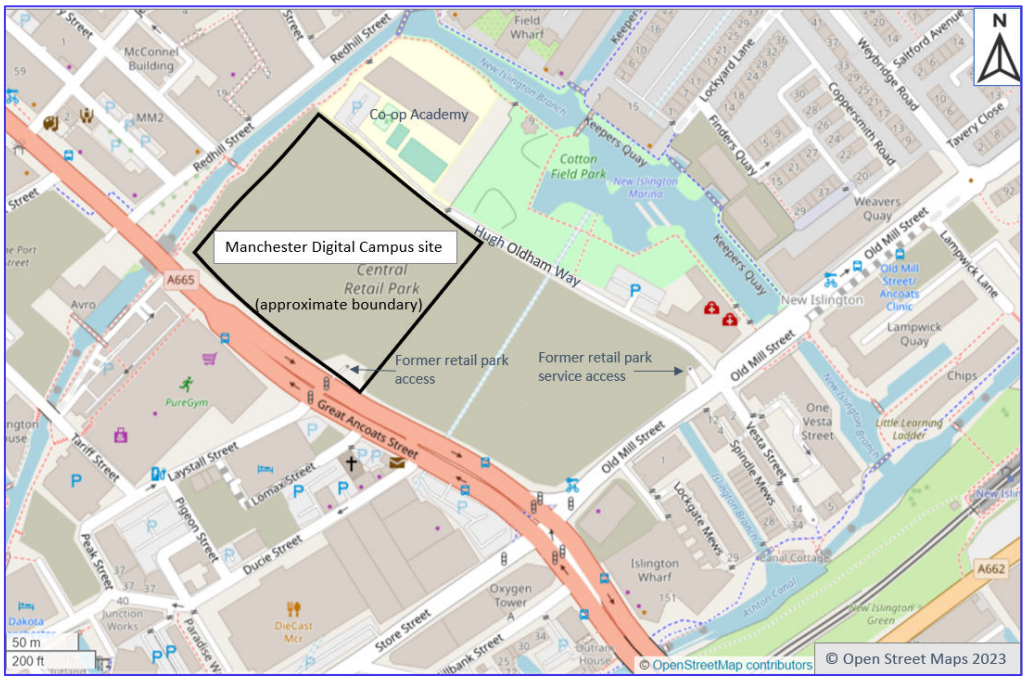


Figure 1-2 Proposed Site in its local setting

It is envisioned that the Proposed Development will become a highly commercial district with the ability to attract new businesses and talent to Manchester. The development should bring together activities and people to create a vibrant neighbourhood, complementing and uniting the surrounding districts. In doing so, the proposal represents a key opportunity to help unlock the potential of east Manchester.

1.2 Aim of the Construction Traffic Management Plan

A CTMP is considered as best practice to consider construction traffic volumes, movements and timing, and their management including how best to accommodate construction staff traffic from a sustainable movement point of view. The Plan is focused on maximising safety both on and off-site by putting appropriate measures in place to mitigate against potential hazardous situations.

Similar to a Travel Plan, overall aims of the CTMP are:

- To effectively manage the travel behaviour of employees and visitors to and from the Proposed Development, recognising the existing sustainable attributes of the location and the MDC proposals;
- Increase staff and visitors' awareness of the environmental and health implications and different travel choices; and
- To develop a strategy for the ongoing management, coordination and marketing of the Framework Travel Plan.

This CTMP has been developed to consider the proposed construction traffic and direct a best plan for these trips. It is based on construction information available at this stage.

1.3 Structure of this Report

The remainder of this Outline Construction Traffic Management Plan is structured as follows:

- Section 2 summarises the development and the access proposals;
- Section 3 sets out the Construction Traffic Management Plan for construction traffic movements and construction staff trips; and
- Section 4 summaries this Construction Traffic Management Plan.

2. Development and Access Proposals

2.1 The Proposed Development

The Proposed Development that forms the basis of this planning application is comprised of the provision of Class E[1] office space (approximately 83,000 sqm of floorspace to house circa 7,000 civil servants with up to 4,373 full time equivalents (FTEs) attending each day. The building frontage on Great Ancoats Street will house some retail units to 1,000 sqm.

There is to be limited parking provision. The proposal includes only a limited supply of parking with 50 accessible parking bays, (plus 5 spaces associated with facilities management and operations) with 15 electric vehicle (EV) charging points and with 320 cycle parking bays.

2.2 The Proposed Access

A current proposal for the vehicular Site access for the completed development is shown in Figure 2-1.

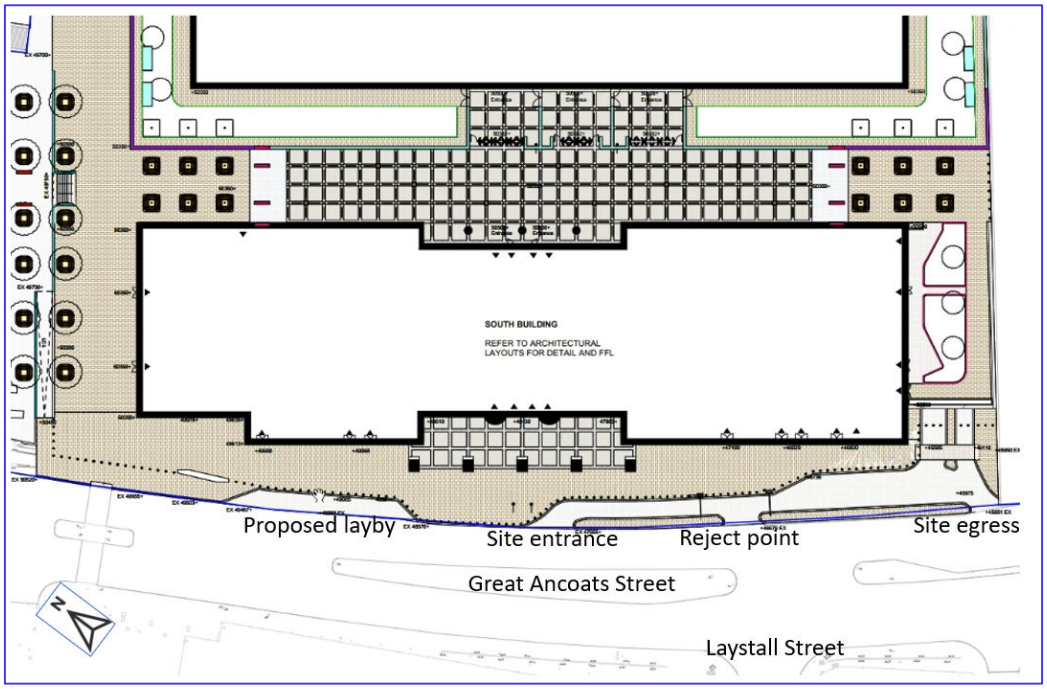


Figure 2-1 Proposed Site access arrangements

The Site will be accessed from and alongside the northern edge of A665 Great Ancoats Street between the Rochdale Canal bridge and just west of former access to the retail park. In summary, the access and egress arrangements will be a left-in/ left-out junction, either side of the existing Great Ancoats Street junction with the former retail park and Laystall Street. A deceleration lane will be formed taking arriving traffic from the eastbound direction of Great Ancoats Street, separated from it by a parallel island. Vehicles will be held in this holding area which will also have a layby for servicing. Traffic cleared for entry will turn left into the Site. Traffic not cleared for entry will be returned to Great Ancoats Street to continue in the eastbound direction just ahead of the former retail park access/ Laystall Street junction. Non-rejected traffic leaving the Site as part of the normal operations will join

[1] Use Classes Order in England (September 2020)

Great Ancoats Street just beyond this junction. In addition, the Site will be served by a separate layby further west in advance of the deceleration lane for servicing the retail units and for drop-offs and pick-ups.

Cycle access is proposed to be along the eastern edge of the Site from Great Ancoats Street (north side) and Hugh Oldham Way, and along the western edge of the Site from Great Ancoats Street.

An emergency vehicle access is to be provided along Hugh Oldham Way, entering the Site at its north-east corner.

3. Proposed Construction Traffic Management Plan

3.1 Introduction

This CTMP has been developed in order to minimise any transport impacts that arise from the construction of the Proposed Development and ensure safe access and egress.

It is proposed that the Site and the adjacent sites to the east as bound by Great Ancoats Street and Old Mill Street will be used for materials, plant and parking.

Construction is expected to take place over a 48 month period. A construction programme indicating the likely number of one-way vehicle trips during the different stages of the site's construction has been made available and is summarised below in Table 3.1.

Table 3.1 Construction Programme

Construction Phase	Construction Period (months)	All Vehicles (average per day)	HDVs (average per day)
Enabling works	6 months	113	19
Sub Structure	6 months	153	11
Superstructure	9 months	298	39
Façade & Roof	12 months	183	5
Internal Fit-out	12 months	130	2
Hard & Soft Landscaping	3 months	14	2

As can be seen in Table 3.1 the third construction phase (Superstructure) is the most instensive with on average 298 one-way vehicle trips per day (of which 39 would be HDVs). This phase is estimated to last nine months (month 13 to month 21, of the 48 month programme).

It is envisaged that typical construction hours will be Monday to Friday 07:30-18:00 hours and Saturday 08:30-14:00 hours.

3.2 Construction Traffic Access Proposals

The Outline Construction Environmental and Management Plan (OCEMP) has cited three routes and a primary and secondary access to the Site.

The construction traffic routes are shown in Figure 3-1 and are listed as listed as:

- Blue Route - the Site linked to M60 Junction 22 via A62 Oldham Road;
- Green Route - the Site linked to M60 Junction 23 via A662 Pollard Street/ Ashton New Road; and
- Orange Route - also linking the Site with M60 Junction 23, but via A635 Ashton Old Road.

The primary access has been cited as close to the existing Great Ancoats Street/ former retail park/ Laystall Street junction, and a secondary access at the Old Mill Street/ former retail service access junction (adjacent to Hugh Oldham Way), earmarked for use when the primary access is not available.

This CTMP advocates that construction traffic should arrive using the A62 Blue Route and depart using either the A662 Green Route or A635 Orange Route to avoid vehicles having to make a right turn into the Site or out of the Site at the existing Great Ancoats Street/ former retail park/ Laystall Street junction.

A key exclusion is that no heavy goods construction traffic should use Old Mill Street north of the High Oldham Way junction in either direction.



Figure 3-1 Proposed construction traffic routes

3.3 Signage Proposals

Drivers of vehicles accessing the Site will be made aware of the agreed construction access routes as part of the general information provided to the contractor(s).

Temporary road signage will be implemented at the main highway junctions signposting construction traffic to the preferred access. Signage will also be installed along the major access routes in proximity to the works sites to warn other road users of the potential for wagons turning. The signs will be in place throughout the duration of the works to direct construction traffic to and from the Site and to inform all other traffic not associated with MDC's construction of the ongoing works at the Site.

Additional road signage will be placed on the local road network to slow the traffic down and to provide advance warning of the site access and egress points. In addition, a site safety sign will be provided at the entrances of the site with contact details for the site manager should anyone have any queries in regard to the Site.

Traffic signage on the public highway and private road will comply with Traffic Signage Regulations and General Direction and will be set out in accordance with the Traffic Signs Manual Chapter 8 requirements.

All road signs are to be used with approved stands or erected on posts set into the ground where permitted by the local highway's authority or private landowner (as appropriate).

All signs are to be placed in the most advantageous position, having regard for the nature of the hazard and the warning being conveyed, to provide the maximum visual impact for approaching drivers.

Appropriate signage is to be utilised to limit disruption to the public of ongoing construction work.

It will be ensured that all signs used are in good condition and are removed at the completion of the work.

Safety signals may be required where, despite putting in place all other relevant measures, a significant risk to the health and safety of employees and others remains.

All Site related works shall not commence until all signage is in place, to ensure safety all staff, road and footpath users.

Signs will be clear and legible, and used to identify actions that are prohibited (e.g., no access), safeguards that must be followed (e.g., ear protection must be worn), warning of a hazard (e.g., corrosive material) and to direct towards fire exits/equipment or first-aid equipment.

Signs will be placed within the driver's line of sight and at the same time not obscuring other traffic devices from the driver's line of sight.

Signs and devices will be placed in a manner and position so as not to become a possible hazard to construction personnel, pedestrians, cyclists or motorised vehicles (e.g. diverting traffic into an undesirable path).

Signs and devices will be regularly checked for effectiveness and maintained in a satisfactory condition.

Signs and devices will be removed from the Site when practical and once the hazard ceases to exist, restoring the road/footway to previous condition.

3.4 Road Closures

It is not proposed to close any roads as part of the construction.

3.5 Traffic Impacts and Mitigation – Construction Traffic/ Large Vehicle Movements

3.5.1 General

Measures which will be implemented to achieve the aims of reducing risk and congestion will be confirmed by the contractor and issued to Manchester City Council for approval.

It is envisaged that these measures would be formed around the principles of demand management and the "5R's"; ReTime, ReMode, ReRoute, ReStructure, and ReDuce, and include the following:

- A Site materials controller will be appointed to schedule and manage deliveries on site. The Site materials controller will ensure that timings for deliveries are staggered throughout the day.
- Vehicular activity will be controlled through designated timing. Any vehicles arriving outside of their designated time may be turned away (with a rearranged delivery time) unless there is available capacity for them to load / unload on-site.
- Deliveries and haul of materials off site will take place outside of peak hours, considered to comprise between 07:00-09:00 and 16:00-18:00 hours. Any deliveries or haulage required during these hours will require permission from Manchester City Council. In order to avoid adverse noise impacts the hours of operation will be 07:30-18.00 on weekdays and 08:30-14:00 on Saturdays (as reported in the OCEMP, taking guidance from Manchester City Council's Planning and Noise Technical Guidance, October 2022, Section 3.7.1.4, which also advises that no work is to be undertaken on Sundays or Bank Holidays).
- Sub-contractors will be required to request an appropriate delivery day / time with the site team to avoid any stacking of delivery vehicles and congestion on local roads. Vehicle queuing and idling in the public highway will not be permitted.

- Any re-timing of deliveries will have to be carefully managed and re-timed to avoid the peak periods where possible.
- Parking will be provided on site for construction staff and vehicles with a focus on car sharing to reduce vehicle movements on the local network. Construction staff will be actively encouraged to travel to and from the Site via sustainable modes such as buses and rail which will be promoted as part of the induction process by the contractor.
- Secure (temporary) cycle parking will be provided on-site and monitored to ensure capacity means demand.
- Construction vehicles travelling to and from the Site will be notified of the appropriate construction routing.
- The contractor will follow the guidelines within the Freight Operators Recognition Scheme (FORS). The FORS aims to promote the improved operational efficiency and performance of a haulier and encourages freight companies to prioritise safety and reducing their impact on the environment.
- The contractor will be required to be a part of the Considerate Contractors Scheme (CCS) with their contact details provided to the Manchester City Council and to be advertised on the Site hoarding.
- The contractor will appoint a Construction Liaison Officer to manage communication and any complaints that arise, with their contact details clearly displayed in a location viewable by the public.
- Secure hoarding will be placed around the boundary of the Site with signed and gated vehicular access.
- Traffic marshals (banksmen) will be allocated to monitor access and egress of construction vehicles to ensure protection to pedestrians, cyclists and highway traffic during the construction process.
- The contractor will ensure that all reasonably practical measures are implemented to stop the deposition of mud and other debris on the highway network. The aim of the measure is to ensure that no detritus leaves the Site, which would require remedial action being required on the road network. The measures should include:
  - Providing a hard standing loading area for construction vehicles to minimise the potential for mud collection and transferal onto the road;
  - Controlling dust by damping down of materials;
  - Ensuring the Site is cleaned consistently to reduce the change of construction vehicles transferring any debris onto the highway;
  - Facilities for wheel washing at the Site egress, and
  - Covering all vehicles leaving the Site which have soil or surplus material.
- Dust suppression measures, air quality controls, and noise and vibration controls will all be adopted during the construction process.
- Contact details for the Site construction manager will be provided to Manchester City Council to facilitate expedient action should any issues relating to construction vehicles arise.

Confirmation of the measures to be put in place will be provided by the contractor.

3.5.2 Access Control and Management

The routes shown in Figure 3-1 for construction traffic comprising large vehicles will be confined to times during the day outside the peak hours Monday to Friday and between 0900 and 1300hrs on Saturdays. It is not proposed that there would be any construction traffic movements on Sundays and Bank Holidays.

There are some schools on the proposed construction traffic routes and in particular the Site is adjacent to the Co-op Academy New Islington to the north of the Site accessed from Hugh Oldham Way. It is therefore proposed that no construction movements will occur in the mid-afternoon for half-an-hour each side of school closing time.

Heavy Goods Vehicles (HGV) trips to and from the Site will be evenly spread through the working day and outside of network peak hours, where possible, to minimise the impact of construction on the local network. Spreading vehicle movements will ensure that any delays on the network are minimised and the risk of any vehicle queuing is reduced.

Deliveries will be staggered and delivered to Site as required. Bulk materials to be delivered will be based on a ‘just-in-time’ basis.

HGVs will not be permitted to wait outside of the construction sites. The use of a ‘just-in- time’ delivery system will ensure that deliveries are programmed in, and vehicles are directed to the loading and unloading areas as required. Should vehicles be required to wait, this will occur within the Site confines.

All Abnormal Load Vehicle movements must be notified in compliance with the requirements of either The Road Vehicles (Construction and Use) Regulations 1986 (2 clear days’ notice to the police) or The Road Vehicles (Authorisation of Special Types General) Order 2003 (2 or 5 days’ notice to police, structure owning authorities and highway authorities). Early notification and liaison with the police and authorities is required to ensure that Site specific arrangements can be discussed and agreed.

Deliveries will take place with a police escort as is standard practice. The deliveries will take place either in the evening period or overnight. The route timings for these loads will be dictated by the availability of the local police to provide an escort.

Banksmen will also be located at the compound access points to guide HGV and plant traffic onto the Site and ensure suitable safety standards on the construction site are maintained. Access to the Site will also be controlled by the booking and recording of drivers upon arrival and depature from the Site so that vehicle movements can be monitored and controlled.

It is considered that the impact of construction traffic related to this Proposed Development is unlikely to have a material impact on constrction traffic at other sites, as the construction period passes the expected remaining construction traffic will continue to be monioried against that of other progressing consruction sites with a view to agreeing mitigation. Plans will be put in place to co-ordinate any cumulative impacts of the sites which may include for example, the requirement for one site to alter its construction traffic route to reduce the impact at a certain location.

3.5.3 Wheel Washing Facilities

All vehicles exiting the Site will be required to pass over a ‘rumble strip’ and wheel wash to minimise the amount of debris which is transferred to the local highway. Road sweepers will also be employed to maintain highway cleanliness.

3.5.4 Temporary Signage

Temporary signage will be positioned in the vicinity of the compounds, on the approved Access Routes and where necessary at junctions and on the local road network to warn drivers of the potential presence of construction vehicles turning into the Site. Temporary signage will also warn any cyclists and pedestrians using the highway network. The proposed signage strategy will be discussed and agreed with the Local Highway Authority.

3.6 Traffic Impacts and Mitigation – Construction Staff Traffic

3.6.1 Access Control and Management

3.6.1.1 Sustainable travel

Construction staff are to be encouraged to reduce dependence on the private car as far as is practicably possible. The primary objective is to minimise the number of single occupancy car journeys by employees, especially during the peak hours, through actively encouraging the use of more sustainable modes of travel such as walking, cycling, public transport and car sharing to reflect current policy at both national and local levels. The benefits of using sustainable modes of travel include:

- Delivery of a long-term commitment to changing travel habits, thus delivering environmental health and road safety improvements;
- Reduction in unnecessary travel to and from the Site and ensure that those that do have to travel do so in a sustainable manner; and
- Minimising the traffic impact of the development on the wider highway network.

Public transport – bus, tram and train – are all accessible within a reasonable walking distance. Construction staff are also to be encouraged to cycle, making use of cycle facilities on Old Mill Street and using the crossing facilities at the Great Ancoats Street/ Old Mill Street/ Store Street junction. To minimise conflicts with larger vehicles it is proposed that construction staff cyclists use the access from Old Mill Street at the former retail park service access adjacent to Hugh Oldham Way.

Every encouragement, including incentives, will be offered to those travelling to and from the Site to use sustainable modes of transport; to be able to walk, cycle or use public transport in a safe and secure manner. Incentivisation will be provided for car sharing, use of public transport and walking.

Details of modes of transport will be collected at sign-in and this will be collated and reviewed on a 3-month basis by the Site logistics manager/ travel plan champion. Where opportunities for improvements in the use of sustainable travel are identified as necessary, a refresher of the options available will be communicated to all staff.

Relevant information will be made available in a 'Travel Information Pack' which will be provided to each employee and will be also placed on centrally located notice boards/screens for the benefit of staff and visitors.

The information will include:

- Pedestrian and cycle access routes to the compound site;
- Details of bus services (timetable information and updates) and bus stop locations and suggested walking routes to those locations;
- Details of tram services (timetable information and updates), tram stop locations and suggested walking routes to those locations;
- Details of train services (timetables and updates), train station locations and suggested walking routes to those locations;
- Public transport fare information;
- Bicycle route maps;
- Information on local footpaths; and
- Information on car-share schemes.

The Site manager will be responsible for production of a Travel Questionnaire which will be issued to all employees within three months of start on site, ensuring sufficient time is allowed for employees to become accustomed to their new location and to adapt their travel habits accordingly. The questionnaire will aim to gather information regarding employees' existing travel habits and any measures that they would like to see introduced to further facilitate sustainable travel from the Site. The results of the Travel Questionnaire will be recorded in a database which will allow for the identification (and updating) of suitable targets as well as new measures to be introduced in future stages of the Proposed Development.

3.6.1.2 Car travel

It is not proposed to direct staff movements to specific routes, but to ease potential issues on Great Ancoats Street it is proposed that staff movements are directed to be left-in-only from Great Ancoats Street at the former retail park access to avoid traffic having to make a right turn at this location. Staff may also use an access from Old Mill Street.

Departing traffic is to be limited to a left-out at the former retail park access or all movements at the service access on Old Mill Street.

Depending on staff numbers it may make sense to park staff private vehicles at a location off site and be transported in and return using staff minibuses.

3.6.1.3 Car parking

Where car journeys on the local road network are made, staff will be encouraged to arrive on site before the morning peak hour on weekdays.

Parking locations are to be kept away from busy urban environments where possible.

All staff will be briefed on the parking location for their chosen work prior to starting on site. Parking spaces will be allocated to staff and no staff parking will be allowed without a permit.

The procedure to manage parking for construction staff comprises:

- Establish system and procedure;
- Inform staff of process at induction;
- Monitor compliance; and
- Discipline action taken if required for non-compliance.

3.7 All Traffic Parking and Storage

To avoid any conflict or disruption by parked vehicles, all construction plant and vehicles will be parked in the construction compound within the agreed boundaries and not on the public highway. Furthermore, all parked vehicles will switch off engines when stationary.

The site compound will provide a work area with adequate space to accommodate delivery and staff vehicles movements without affecting the local highway network. The compounds will be of an appropriate size and designed to provide sufficient parking for all contractor vehicles to park on site, avoiding any overspill.

All personnel will be directed to adopt the simple reverse parking manoeuvre to make it easier and safer for them to leave the car parking space in a forward direction.

4. Summary and Conclusions

This CTMP has been produced to support the proposed construction works associated with the Manchester Digital Campus in the Ancoats district of Manchester, just north and east of the city centre. This CTMP outlines the procedures for planned construction traffic management associated with the Proposed Development.

A list of access routes has also been developed in order to limit construction traffic to key routes which minimise disruption to the highway network. As such, significant traffic impacts are not anticipated at present. Additional mitigation measures are to be implemented to ensure safety on the local highway network is maintained. These will include the use of temporary signage, wheel washing and strict parking enforcements for construction vehicles.

The main construction traffic route into the Site will use the A62 Oldham Road to permit left-in movements from Great Ancoats Street, and departing traffic is best to use one or other of the eastbound routes to avoid traffic having to make a right-turn out of the Site onto Great Ancoats Street. On limited occasions, construction traffic will use the service access of the former retail park on Old Mill Street as left-in and right-out movements.

Staff will be actively encouraged to use public transport as well as cycle or walk to and from the Site. Parking is to be wholly contained inside the Site, although there may be a need to park off-site at a location elsewhere and staff to be brought in by dedicated buses or minibuses. There will be an instruction for parking not to take place on the local highway network surrounding the Site.

The effective delivery of this CTMP will ensure disruption generated by construction traffic is kept to a minimum and ensure that the adverse impacts caused by vehicle movements are minimised.

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