Traffic Management Plan – 35 Fountain Street

Client	35 Fountain Street Ltd	Project No.	644
Site Address	35 Fountain Street, Manchester. M2 2AN		
Prepared By	Phil Stevenson MIDE	Date	09.05.2024
Approved By	Melvyn Cross MIDE	Date	13.05.2024
Revision	2 – 20.05.2024 3 – 21.05.2024 4 – 23.05.2024 5 – 24.05.2024		

1. Project Description

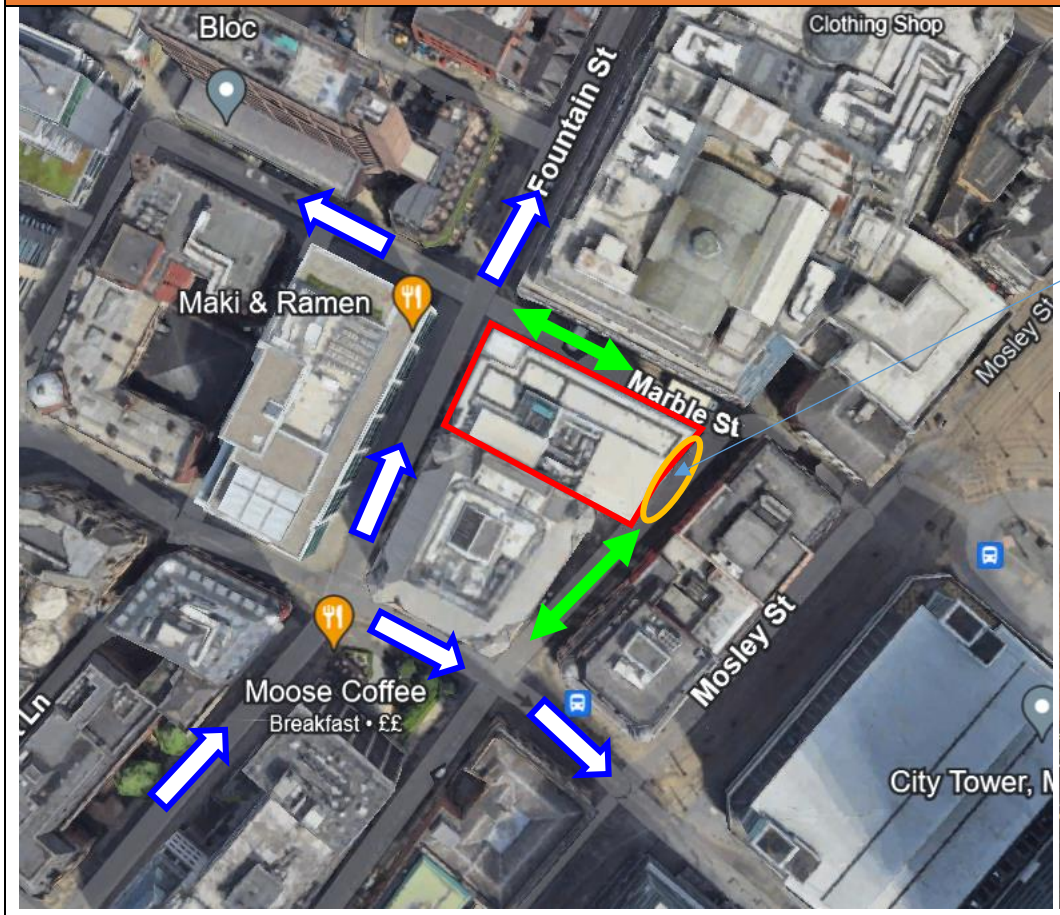
To strip back each floor of 35 Fountain Street, Manchester back to its structural shell in preparation of the structure being refurbished by others.
To de-clad the structure from an access scaffold.

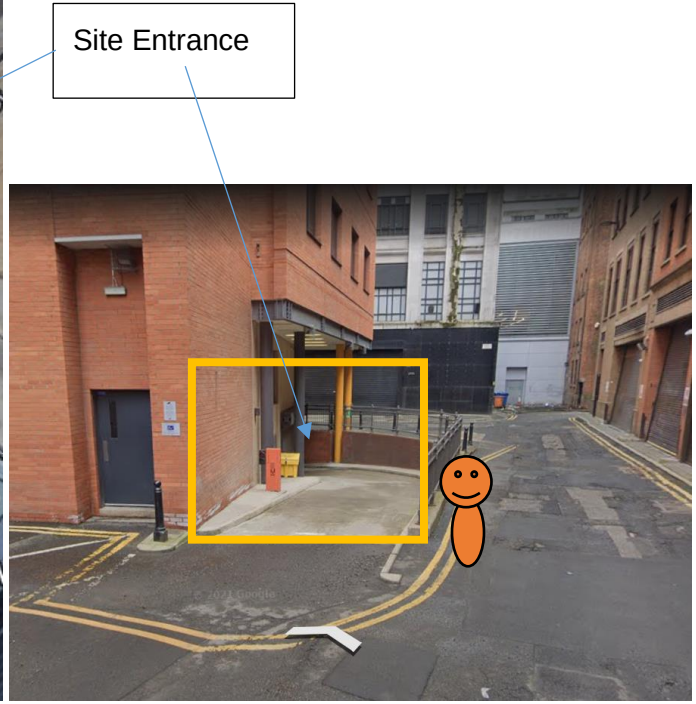
2. Hours of Work / Site Operations

Normal construction industry working hours are expected to be used on the site – Monday to Friday 08:00 – 18:00. Hours of work outside these will be subject to Planning Conditions and permission from the Local Authority.

Traffic Management Plan – 35 Fountain Street

3. Site Access / Routing of Vehicles / Vehicle Access Plan





	35 Fountain St		One Way Traffic		Two Way Traffic		Banksman		

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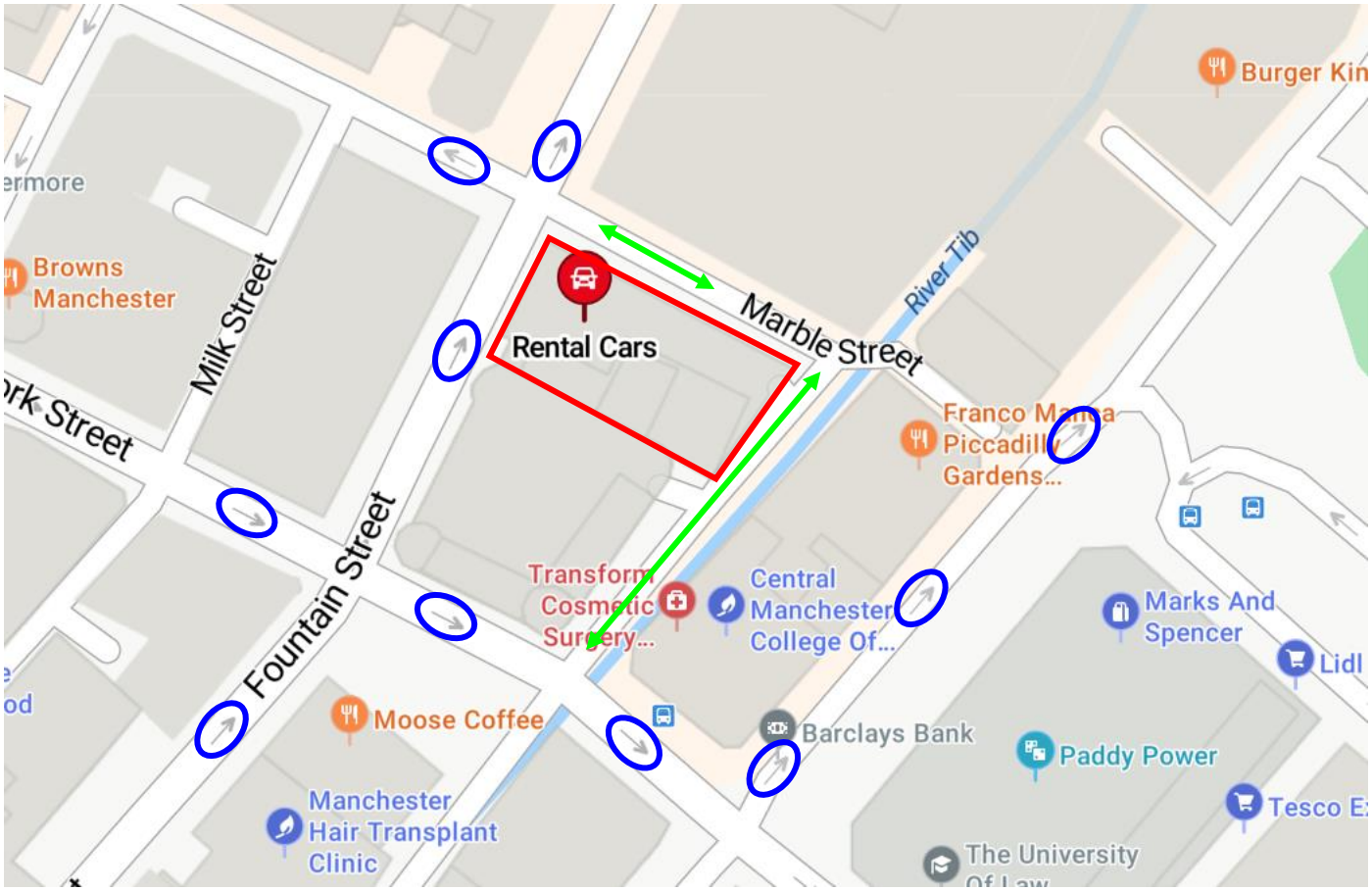

	35 Fountain St		One Way Traffic		Two Way Traffic				

4. Vehicles Accessing / Egressing the Site	
4.1	**Deliveries and Collections** Deliveries and collections should in general be restricted to between 09:30am and 4:30pm; this is to ensure that during peak times demolition traffic will be prevented from causing obstructions to the highway.
4.2	**Vehicle Wheel Washing** These works are to soft strip the structure back to shell including the de-cladding of the building, no substructure removal shall be taking place on this project which will mean no substructure materials such as soil, sand or clay materials will be exposed and transferred to the local highway; however, TRD ensures that the working machinery, plant & vehicles, which may have the potential to cause an excessive dust problem onto the public highway, will have the facility to wash down. Due to the lack of space to the exterior of the structure TRD are working in, this will be placed in the basement area and brought out as required to the road exit of the site, to prevent the detritus being carried on to the road. We will deploy a dedicated operative to clean vehicles wheels as required prior to them leaving site. Should any detritus be transferred to the road then we will employ a road sweeper to clean the roads. The TRD site manager / supervisor will inspect or instruct an operative to inspect the road condition after each vehicle has left site.
4.3	**Vehicle Coordination** TRD shall have overall responsibility for the coordination of demolition deliveries/collections and will advise what times vehicles are expected to arrive on site. Specific “NO DELIVERY” times are expected to be adhered to. In order to prevent a build-up of traffic on the public highway staggering of delivery/collection times will be employed. The TRD Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site. During busy delivery/collection periods the vehicle drivers will be asked to contact the Site Manager 20 – 30 minutes prior to the agreed delivery/collection time to ascertain the site is clear for their arrival. Should there be a delay with a vehicle on site the oncoming vehicle will then be asked to wait outside the borough until the site is clear.
4.4	**Contractors Site Traffic** There is no parking available within the demolition site. All operational staff including subcontractors will be asked to use pay and display parking to the local area. Allowances will be made to allow for tools and equipment to be dropped off, but this task must not block the access on West Mosely Street.

5. Impact on Other Highway Users	
5.1	**Storing of Plant or Materials on Roads** It is not envisaged to store any Plant or Materials on the surrounding roads. All plant and materials will be stored on the site within the site boundary.
5.2	**Protection of Pedestrians** Signage to identify the demolition site shall be erected at the main entrance of the site. This shall be placed to ensure vulnerable pedestrians are made aware of the site traffic using this entrance / exit. Vehicles accessing / egressing the site shall be controlled by the use of banksmen.
5.3	**Public Highway License / Traffic Diversions** The scaffold contractor will obtain the necessary license / permit from the local authority to erect scaffold onto the pavement area to the exterior of the building.
5.4	**Access Roadway** Vehicles accessing / egressing the site shall be controlled by the use of banksmen.
5.5	**Arising Removal** Arising removal will be carried out by various methods throughout the works period. At no time will skips or temporary structures be required to be stored on the West Mosely Street or Marble Street. All methods of spoil removal will be carried out within the site boundary and waste removed by vehicle as per the above traffic routes.
6. General Management Issues	
6.1	**Monitoring** TRD shall be responsible for ensuring this Traffic Management Plan is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. Any divergence from the plan shall be amended and the plan re-issued to the Client.
6.2	**Waste Collections / Deliveries to Facilities** It shall be the responsibility of the TRD Site Manager to ensure the times of Demolition deliveries/collections do not interfere with waste collections services or deliveries for the facilities in proximity to the demolition site. Times shall be sought from these businesses and site shall plan to avoid large deliveries within these periods, where practical.
6.3	**Complaints Procedure** The TRD Site Manager and Contracts Director shall deal with any complaints from the local residents in coordination with the Client Project Manager who must be informed of any complaints.