

Traffic Management Plan

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Project:	Lower Campfield
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Contents

- 1.0 Project Specifics**
- 2.0 Roles and Responsibilities**
- 3.0 Traffic management layouts**
- 4.0 Key considerations**

1.0 Project Specifics

Project Description & Key Information

The project consists of the refurbishment of the historic grade II listed former market hall to create mixed use buildings as part of the Campfield Enterprise City masterplan. The project is to provide a number of new studios for media, creative & digital industries, associated meetings rooms, offices, tea points and amenity spaces.

The proposed works are for the design and build of Lower Campfield Market Hall, delivering a mixed-use commercial environment, complete with high-quality flexible workspace. The historic listed building will be repaired and altered whilst internally new mezzanines will be provided to create flexible workspace with meeting rooms, office suites and ancillary uses on and beneath.



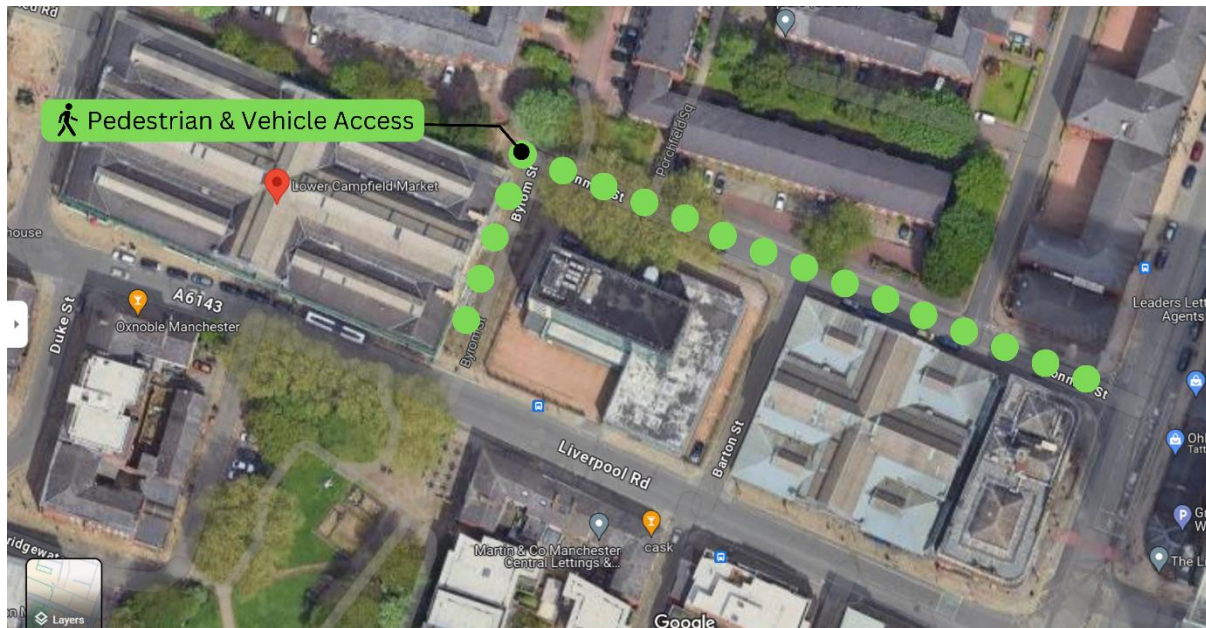
Picture no.1 – Site boundary

The Lower Campfield building is located in the Deansgate area of Manchester's City Centre. The Lower Campfield site outlined red below is bounded by the Rozel Square Flats to the north-east, Liverpool Road to the southwest, Lower Byrom Street to the north-west, and Byrom Street to the south-east.

Vehicle access is not permitted within the building.

Amspec have installed a heras fencing compound between Tonman Street and Liverpool Road. Vehicles for deliveries will access into the Amspec compound from Tonman Street only. See picture no.2.

Access to the into construction areas will be restricted for authorised persons only.



Picture no.2 – Pedestrian and Vehicle access

Pedestrians and vehicles are to keep to the designated routes, walkways and footpaths. All persons and vehicles are to be aware that the boundary footpath and roads are for use by the public, local residents and site staff.

It is noted that the access to lower campfield is directly adjacent to the vehicle access/car park to the neighboring building. This access is to be kept clear at all times.

Delivery Times

Large & noisy deliveries must only be made after 7:30am due to council noise restrictions

Delivery of materials and equipment will be off loaded into the site compound and then taken to the Amspec material laydown area (see drawing no.1 on page 6) at lower Campfield. Materials, tools and equipment will be distributed to the construction work areas from this area.

All deliveries will be pre-arranged prior to being delivered and a copy of the materials delivery schedule is to be issued for each delivery.

Loading & Unloading

Where possible materials will be palletised when brought into the laydown area.

No deliveries or vehicle movements are to be undertaken without a banksperson.

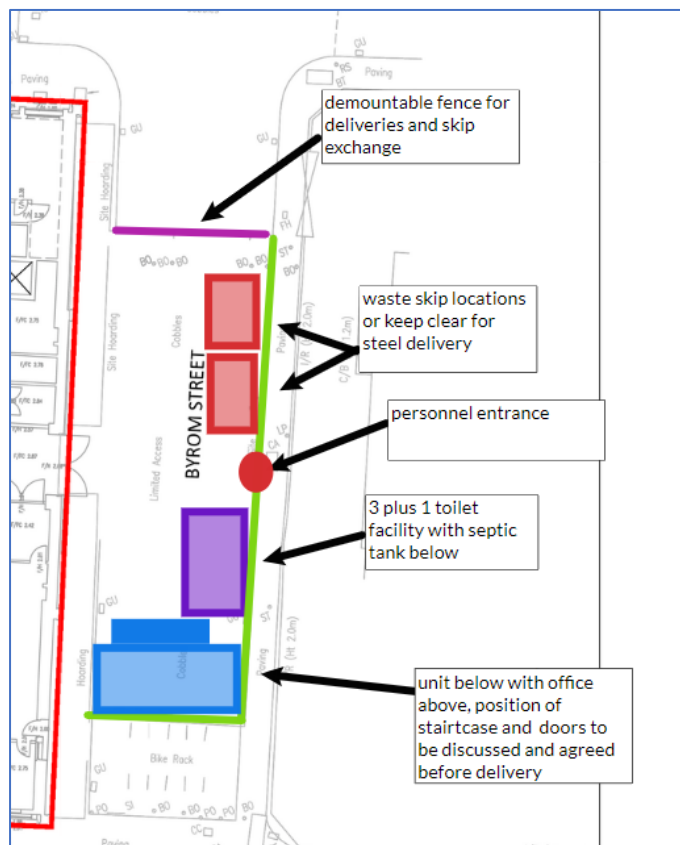
Forklift trucks will be used to take materials, such as steelwork, mezzanine flooring, plasterboards from large vehicles, fall protection is to be applied when using larger vehicles.

Upon arrival vehicle drivers must identify themselves to the Amspec Site Management in the Site Office. Drivers will be given a copy of the site rules and must adhere to these.

External welfare will be provided on the Tonman Street side (within the site compound), this will consist of:

- 12' X 9' 2+1 toilet block FM
- 24' X 9' Office/ Meeting room
- 24' X 9' Canteen/ Drying room
- Staircase

Layout is shown below'



Laydown & Storage

Materials are to be brought to the site on a just-in-time basis. A small laydown area will be located within the Amspec site compound (Lower Campfield) and in the works area.

Larger materials/pallets are to be loaded in the pre-agreed locations within each building. During the installation works these areas will be regularly reviewed and likely to change in size/location.

Materials are not to be left on the access road (Tonman Street) or pedestrian walkways.

2.0 Roles & Responsibilities

The following roles and responsibilities must be agreed by all individuals prior to this Traffic Management Plan being implemented on the project.

Role	Name	Contact Number	Email Address
Site Based Project Manager	Carl Barber	07949936572	carlb@amspec.co.uk
Site Manager / Traffic management officer			
Banksman	Dylan Entwistle		

Site Based Project Manager – Carl Barber

The Project Manager is responsible for ensuring the traffic management plan has been implemented and adhered to by all Amspec staff and subcontractors on the project. Before the plan is agreed, the Project Manager will review the plan and obtain agreement from the client to ensure it is suitable and sufficient for the project.

Due to the changing nature of the construction works it will likely be required that the plan be reviewed and updated on a regular basis or when work areas change. Any updates or revisions will be captured, and the plan updated.

Traffic Management Officer (TMO)/Banksman

The Traffic Management Officer/Banksman for the project will ensure that all loading/unloading, reversing and any activity which may require additional support is not carried out unless under their watch. The TMO/Banksman has the authority to stop any activity which they feel is unsafe/cannot be carried out safely. Under no circumstance must reversing be carried out without the Banksman being in place and engaged in the activity.

Sub-Contractors

Sub-Contractors must ensure they accompany and/or co-ordinate their own deliveries when on the project. Deliveries must be booked in with Amspec site management before arrival to site. Notice must be given of any deliveries being made and stating date(s)/time(s) they are scheduled in for. Any deliveries which arrive on site without pre-arrangement may be refused / turned away on the day.

[illegible]

It is noted as the works progress the laydown area for materials, walkways, access and egress routes will change. The areas of work will be regularly reviewed during the construction phase by the site team and the Construction phase plan updated following each requirement for change.

Key Considerations

This traffic management plan has been based on the following key considerations.

Traffic Management Plan

Construction site vehicle incidents can and should be prevented by the effective management of transport operations throughout the construction process. Key issues in dealing with traffic management on site will be considered and reviewed as follows:

- Keeping pedestrians and vehicles apart
- Minimising vehicle movements
- People on site
- Turning vehicles
- Visibility
- Signs and instruction

Keeping pedestrians and vehicles apart

Most construction transport accidents result from the inadequate separation of pedestrians and vehicles. This will be avoided by careful planning, particularly at the design stage, and by controlling vehicle operations during construction work.

Amspec will consider the following & with agreement with the Blusky Building will ensure measures are in place for;

- **Entrances and exits** - provide separate entry and exit gateways for pedestrians and vehicles.
- **Walkways** - provide firm, level, well-drained pedestrian walkways that take a direct route where possible.
- **Crossings** - where walkways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly.
- **Visibility** - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it.
- **Obstructions** – do not block walkways so that pedestrians must step onto the vehicle route; and
- **Barriers** - think about installing a barrier between the roadway and walkway to provide clear segregation.
- **Banksman** – Ensure banksmen are appointed and allocated to vehicles on site when loading, unloading and reversing.

Minimizing vehicle movements

Amspec will ensure good planning to help to minimize vehicle movement around a site. To limit the number of vehicles on site, measures for consideration and implementation are as follows:

- provide car and van parking for the workforce and visitors away from the work area.
- control entry to the work area.
- plan storage areas so that delivery vehicles do not have to cross the site.

People on site

Amspec will take steps to make sure that all workers are fit and **competent** to operate the vehicles, machines, and attachments they use on site by, for example:

- checks will be carried out of drivers/operators or hiring contractors at induction stage.
- training drivers and operators where required.
- managing the activities of visiting drivers by planning and coordinating deliveries in advance.

People who direct vehicle movements (signalers) will be trained and authorised to do so.

Accidents can also occur when untrained or inexperienced workers drive construction vehicles without authority. Access to vehicles will be managed and people alerted to the risk(s).

Turning vehicles

The need for vehicles to reverse should be avoided where possible as reversing is a major cause of fatal accidents. A banksman will be appointed and in place for all loading, unloading, and reversing maneuvers around site

Visibility

If vehicles reverse in areas where pedestrians cannot be excluded the risk is elevated and visibility becomes a vital consideration. Amspec will implement:

- **Aids for drivers** - mirrors, CCTV cameras or reversing alarms that can help drivers can see movement all-round the vehicle.
- **Plant and vehicle marshallers** - who can be appointed to control maneuvers and who are trained in the task (banksman).
- **Lighting** - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather.
- **Clothing** - pedestrians on site should wear high-visibility clothing.

Signs and instructions

- All drivers and pedestrians will be provided with information advising them of the routes and traffic rules on site.
- Standard road signs will be displayed where appropriate.
- Inductions will be provided and adequate training for drivers, workers and visitors will be carried out. instructions will be provided to visitors before their visit takes place.