The Christie NHS Foundation Trust

THE CHRISTIE ADVANCED SCANNING AND IMAGING CENTRE DEVELOPMENT

Outline Construction Traffic Management Plan



70114593-CTMP
SEPTEMBER 2023

PUBLIC

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Outline Construction Traffic Management Plan

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WSP

8 First Street
Manchester
M15 4RP

Phone: +44 161 200 5000

WSP.com

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1 OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

1.1 INTRODUCTION

1.1.1. WSP have been appointed by The Christie NHS Foundation Trust to provide transport planning support in relation to a proposed principally three-storey health care facility on the site of an existing health care building within The Christie Hospital's main site in Withington in south Manchester.

1.1.2. The proposed Christie Advanced Scanning and Imaging Centre Development (CASICD) will sit alongside the recently completed re-development of the Paterson Building located on Wilmslow Road and will provide a new home for the Cancer Treatment and Radiology Department.

1.1.3. The location of the site is shown in the site layout plan included in Appendix A.

1.1.4. This outline Construction Traffic Management Plan (CTMP) has been prepared to provide details on the likely volume and movement patterns of construction traffic associated with the demolition of the existing building and the construction of the CASICD. The CTMP also considers measures to minimise disruption to local residents, users of the local highway network and the hospital during the construction phase. This includes a summary of the Contractor Parking Strategy which will be developed to define locations for contractor vehicle parking and mitigate against any impacts to local residents and businesses from on-street parking.

1.1.5. A full Construction Traffic Management Plan will be produced and submitted by the appointed contractor before starting any construction works. This will include:

- Traffic Strategy management;
- Construction vehicle routes;
- Temporary footway, cycleway and highway closures with associated diversion routes, traffic impact and temporary traffic signals;
- Access retention to nearby buildings and facilities for users, emergency, servicing and refuse vehicles; and
- Contractor Parking Strategy.

1.1.6. This outline CTMP provides initial details on the above and summarises the key transport implications of the proposed construction. The outline CTMP should be considered as a live document and during the planning and pre-construction stages be under continued monitoring, review and improvement.

1.1.7. The planning application for the Proposed Development includes an outline Construction Environment Management Plan ('CEMP') and has been prepared by Integrated Health Projects Ltd ('IHP'). A full CEMP and a Demolition Management Plan will be submitted to Manchester City Council as part of the discharge process.

1.2 PROPOSED DEVELOPMENT

1.2.1. The proposals include the development of a principally three-storey building rising to a maximum of five storeys in part on the site of an existing building within The Christie Hospital in Withington, Manchester. It will be home to the Christie Advanced Scanning & Imaging Centre Development. The

proposals include the demolition of the existing two/three--storey building which is part of The Christie Hospital and is accessed by pedestrians via the Holt Entrance off Wilmslow Road.

1.2.2. The Proposed Development will connect to the existing hospital and the redeveloped Paterson Building and provides a significant improvement on existing facilities, and a modernised and up-to-date building.

1.2.3. The location of the site is shown in the site layout plan included in Appendix A. The site is located on Wilmslow Road, adjacent to its junction with Cotton Lane and immediately to the north of the recently re-developed Patterson building.

1.3 DEMOLITION AND CONSTRUCTION PROGRAMME

1.3.1. The construction programme for the CASICD will include the demolition of the existing building and the construction of the new health care facility on broadly the same footprint.

1.3.2. The total duration of the construction phase of the Project is estimated to start in January 2025 and complete in September 2026.

1.4 TEMPORARY CHANGES TO FOOTWAY, CYCLEWAY AND HIGHWAYS

1.4.1. Integrated Health Projects (IHP) have produced a draft Site Access and Logistics Plan for the demolition and construction at the site. A copy of this plan has been included in Appendix B.

1.4.2. A secure perimeter hoarding will be erected around the building to facilitate the redevelopment. In order to establish the hoarding, the following temporary changes will be required:

- Temporary closure or relocation of the existing northbound bus stop on Wilmslow Road adjacent to the building:
  - The northbound bus stop on Wilmslow Road located to the south of the existing service road will need to be relocated to the north of service road, an area where on-street parking bays are present. Conflict with the existing cycle lane and cycle lane infrastructure will need to be considered and mitigated against, along with bus shelter provision. The cycle lane in this location is raised from the carriageway and bollards provide separation between the cycle lane and carriageway.
  - Northbound, the nearest existing bus stops are approximately 330m to the south and 270m to the north.
- Temporary stop up a section of cycle way and footway. The footway and cycleway to the west of the carriageway on Wilmslow Road, in front of the existing building, will need to be stopped up temporarily as this area is included within the proposed site hoardings. Pedestrians currently using this footway will need to be diverted to use the footway on the eastern side of the carriageway. Pedestrians will be able to use the existing signalised pedestrian crossing on Wilmslow Road and Cotton Lane to cross between footways. Cyclists will need to be diverted onto the carriageway.
- Temporary stop-up of the current pedestrian crossing on the northern arm of the junction of Wilmslow Road / Cotton Lane. As the western footway will be out of use due to the site hoarding, the northern pedestrian crossing at this junction will be temporarily stopped-up. Pedestrians will still be able to cross using the signalised crossing facilities on the eastern and southern arm of the junction.

- The existing pedestrian crossing on southern arm of junction of Wilmslow Road / Cotton Lane will be used as the pedestrian site access. The footway on the western side of the carriageway will be accessible to the south of this point up until the construction site access.
- Ensure appropriate wayfinding and signage is in place to advise alternative route.

There are no proposed changes to the vehicle carriageway on Wilmslow Road, and the egress of the service road to the north of the site will be maintained throughout the construction period.

1.5 FORECAST CONSTRUCTION TRAFFIC VOLUMES

1.5.1. The number of construction vehicle movements will vary across the demolition and construction period depending on the activities taking place on site. It is acknowledged that additional construction-related vehicle movements will be present on the local highway network during the demolition and construction works and the impact of these vehicles should be minimised to reduce the likelihood of any adverse impact on users of the local highway network.

1.5.2. While the details on the volume and type of construction traffic are still to be finalised at this stage, information on construction traffic from the planning application for the re-development of the neighbouring Patterson building (MCC Planning Ref: 123748/FO/2019) has been obtained to inform the likely type and volume of traffic associated with the construction. It should be noted that while the current proposals are smaller in scale than the demolition and construction of the Patterson building, they provide a useful source of forecast construction traffic for the current proposals.

1.5.3. The approximate number of daily movements on an average working day are expected to be up to 30 vehicle movements: 15 vehicles into the site and 15 vehicles out of the site. These will comprise of up to 80% HGV vehicles including the following:

- Concrete Wagon (HGV)
- Steel Wagon (HGV)
- Waterproofing materials (None HGV)
- Drainage materials (HGV)
- Formwork (HGV)
- Stone (HGV)
- PPE (None HGV)
- Small Tools (None HGV)

1.5.4. These 15 vehicles travelling into and out of the site would be distributed across the site's hours of operation as detailed further in Section 1.5. On a typical day this would equate to approximately 2 vehicles travelling into and out of the site at a given hour. On the basis of the low hourly traffic volumes it is not considered that construction traffic would have an observable impact upon the highway network in terms of capacity.

1.6 CONSTRUCTION TRAFFIC ROUTING

1.6.1. The proposed construction traffic routing, time restrictions and arrival/departure management processes aim to minimise any disruption of construction traffic on the local highway network.

1.6.2. The plan in Appendix B shows that the construction site will be accessed and egressed from Wilmslow Road. Delivery vehicles would be required to approach the site along Wilmslow Road from

the south and exit the site travelling northbound on Wilmslow Road. Delivery vehicles will not be permitted to use Oak Road.

1.6.3. Deliveries to the site would be under the supervision of a banksman. The site access would operate as a left-in, left-out junction to minimise potential conflicts. This results in one access point for vehicles to enter the site and one egress point for vehicles to leave the site. These access points will be gated and will be installed in the perimeter fencing.

1.6.4. It is anticipated that the site would have the following hours of operation:

- Monday to Friday – 08:00 to 18:00
- Saturday – 08:30 – 14:00

1.6.5. Timing restrictions would apply on the arrival of construction and delivery vehicles to the site. HGV movement would not be permitted during the peak hours on the local highway network to reduce the likelihood of adverse impact on users of the local highway network.

1.6.6. The use of 'just-in-time' deliveries will reduce the need for on-site storage areas and avoid congestion within the site. Holding points for major vehicles will be established away from site – these points will be confirmed within the full CTMP.

1.6.7. Delivery vehicles will not be permitted to queue at the site entrance and radio contact with the site Banksman will ensure ease of access to the site. Banksmen will be present all times during delivery of construction materials and equipment and during departure of such vehicles from site.

1.7 CONTRACTOR PARKING STRATEGY

1.7.1. No parking for contractors will be available at the site during the construction and demolition. A contractor parking strategy will be developed to define locations for contractor vehicle parking and mitigate against any impacts to local residents and businesses from on-street parking.

1.7.2. The Christie Parking Scheme manages parking on nearby residential streets with a Controlled Parking Zone (CPZ) in place. Residents are able to apply for parking permits which allow parking at any time. For non-permit holders the parking restrictions apply Monday to Friday 8am to 6pm, and allow parking for up to three hours, with no return within 4 hours. An extension of the CPZ to include a wider spatial area is proposed to be implemented in September 2023.

1.7.3. Prior to the commencement of demolition and construction, a construction staff parking strategy would need to be submitted to MCC which will specifies location of proposed parking facilities for construction workers.

1.7.4. Options for temporary off-road parking in the surrounding area would be explored by The Trust and shuttle buses, if required, could be used to transport staff to and from the site at the start and end of each shift operating a park and ride scheme for site operatives and staff.

1.8 SUMMARY

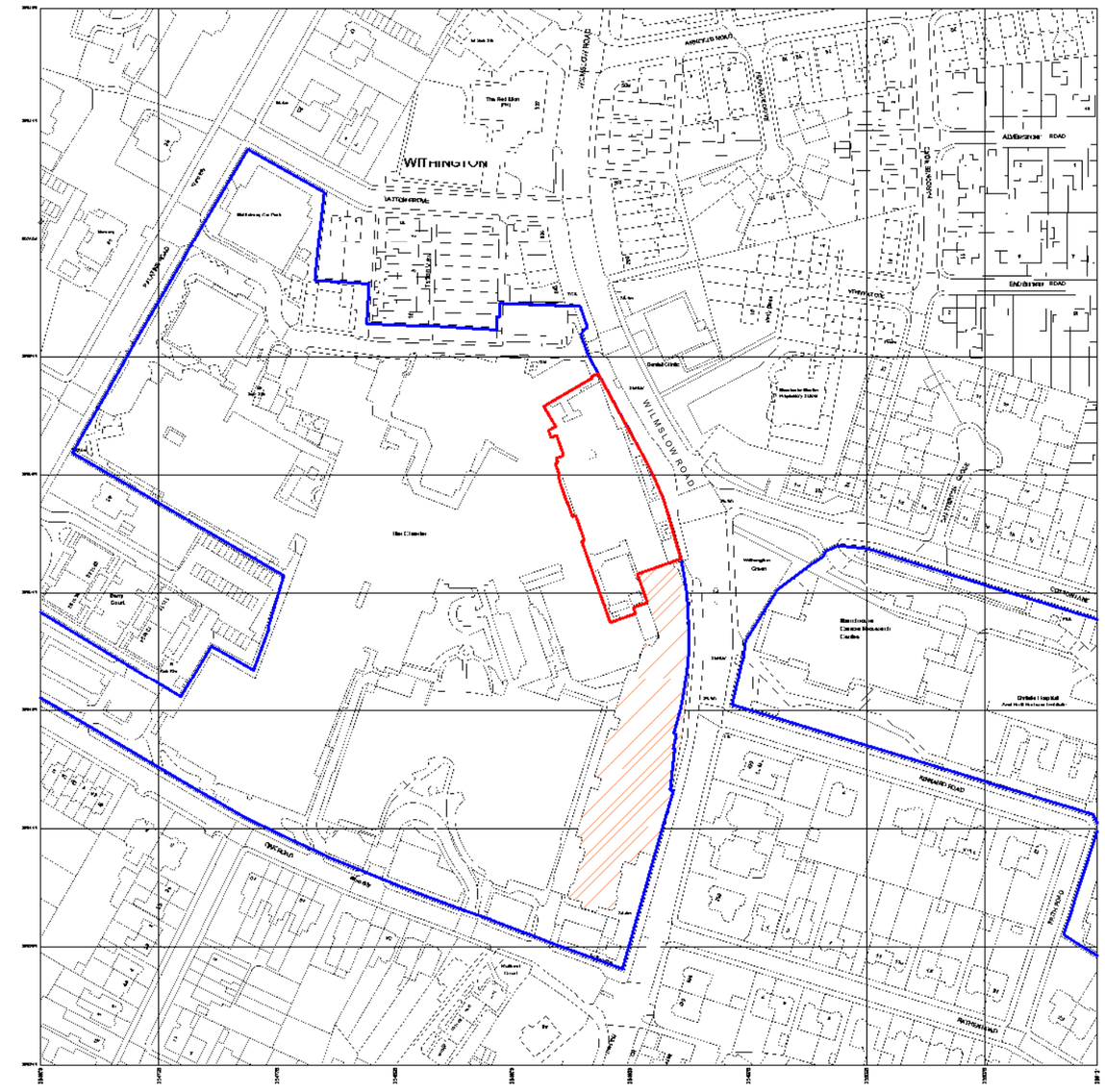
1.8.1. The increased traffic levels during the demolition and construction works would be temporary and proposed mitigation measures are to be implemented by managing construction traffic and parking through the implementation of the full CTMP.

1.8.2. This outline CTMP provides initial details on the key transport implications of the proposed construction. The outline CTMP should be considered as a live document to be under continued monitoring, review and improvement.

Appendix A

SITE LAYOUT PLAN

Public



Site Location Plan

1 : 2500

LEGEND

- Site boundary line
- Other land owned by the Trust
- Location of new Paterson Cancer Research Centre

GENERAL NOTES:

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REV	DESCRIPTION	DATE	REV BY
P01	For Trust/Planning Consultant Review	28.07.2023	SB

CLIEN
The Christie NHS Foundation Trust

PROJEC
Advanced Scanning & Imaging Centre Development

DRAWING
Site Location Plan

SCALE
As indicated @ A3

FIRST ISSUED
07/27/23

PROJECT	CLIENT REFERENCE	DRAWN BY	CHECKED BY
1282-21	CASICD	SB	JK

ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER	REVISION
DAY	XX	ZZ	DR	A	090001	P01

DRAWING STATUS
S2 - Suitable for Information

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DAY Architectural Ltd.
Studio 1, Lancaster Buildings
77 Deansgate, Manchester, M3 2BW

T: 0161 834 9703
W: www.day-architectural.com

Appendix B

SITE ACCESS AND LOGISTICS PLAN

Public

Advanced Scanning & Imaging Centre Development

Site Access & Logistics

Integrated Health Projects by VINCI BUILDING Sir Robert McALPINE

Location of Site Accommodation

We have identified two proposed locations for our site welfare and office facilities, which we would look to discuss with the Trust. The two locations are:

- **Former Muslim Preparatory School**
- **TIFF Ward Compound Location**

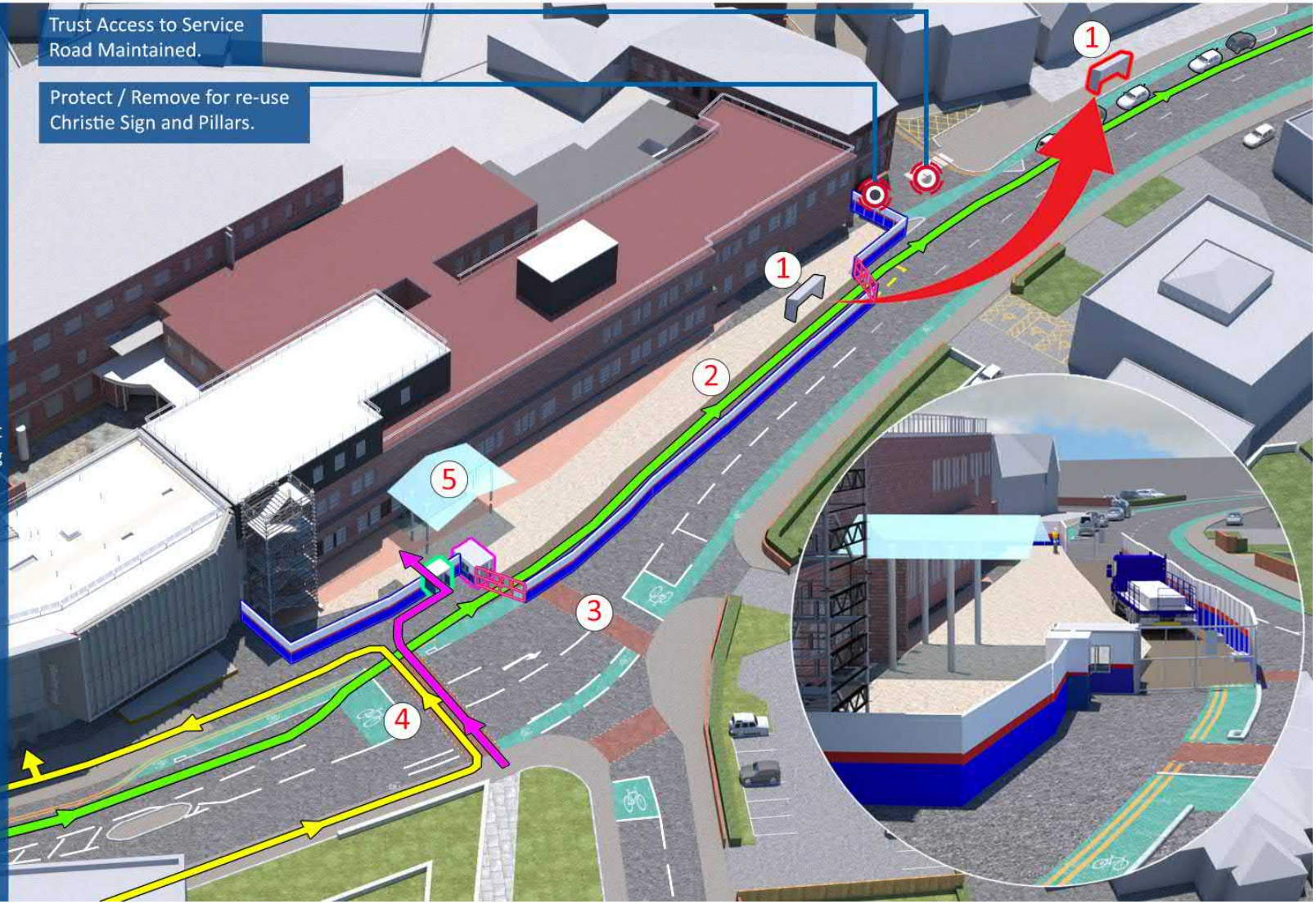
Site Establishment

To facilitate the redevelopment, we will erect a secure perimeter hoarding around the building. To establish this there will be a requirement to:

1. Temporarily relocate an existing bus stop
2. Stop-up a section of cycle way and pavement
3. Stop-up current pedestrian crossing (leading into Wilmslow Road main entrance). Note - As part of the Paterson Redevelopment a new pedestrian crossing is in place, ensuring access is fully maintained.
4. Utilise existing crossing (subject to highways approval)
5. Ensure appropriate wayfinding and signage is in place to advise patients, staff, and visitors of alternative entrance route location

Logistics Key

- Pedestrian Route
- Hoarding
- Vehicle Gates
- Gatehouse
- Biometric Turnstile
- IHP Site Access
- Vehicle Route





8 First Street
Manchester
M15 4RP

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