Traffic Management Plan:

Faraday Demolition Works



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Client: University of Manchester

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1. INTRODUCTION

This Traffic Management Plan (TMP) has been prepared by PPOC for the demolition of Faraday Tower at the University of Manchester, Sackville Street, Manchester. The works are scheduled to commence in October 2026 and are planned for completion in June 2029.

The purpose of this TMP is to establish safe and controlled arrangements for the movement of vehicles, demolition plant, deliveries, waste vehicles and pedestrians associated with the works.

Due to the city-centre location and the proximity of university facilities, public footpaths, busy roads, pedestrian movements will be carefully managed to minimise disruption and maintain safe access around the site.

The TMP will be implemented alongside the Construction Phase Plan, Demolition Plan, Environmental Management Plan and relevant risk assessments and method statements. The arrangements will be reviewed throughout the works and amended where required to reflect changes in the demolition sequence, site layout or access requirements.

Key controls will include vehicle and pedestrian segregation, controlled deliveries, safe site access and egress, vehicle marshall arrangements, clear signage and maintaining emergency access at all times.

The address for the site entrance is: **Faraday Tower, Sackville Street, Manchester, M1 3NJ**



Figure 1 – Location of works

Traffic management arrangements will be planned around peak traffic flows, city-centre traffic conditions, football match days, local restrictions and designated traffic routes. Effective planning and coordination of deliveries will be essential to the smooth operation of the site and to maintain safe access and good communication with the University campus and local stakeholders.

The PPOC Site Manager will be responsible for coordinating deliveries and managing vehicle movements to and from the site, ensuring these are carried out safely and efficiently.

This document provides practical guidance for the planning and management of vehicle movements during the demolition works, with the aim of preventing vehicle-related incidents by identifying hazards and implementing appropriate controls to manage associated risks.

Key Objectives

The site will be organised so that pedestrians, vehicles and mobile plant can move safely and with appropriate segregation.

This project-specific plan considers the site location, project activities, pedestrian and vehicle movements, mobile plant and interfaces with the surrounding University campus, and site users.

All appropriate measures will be implemented to minimise disruption to Sackville Street and Drover Lane throughout the works.

The plan establishes the arrangements for managing traffic and pedestrian movements throughout the project and will be reviewed regularly as the works progress. It will be updated where required to reflect changes in site activities, access arrangements or working conditions.

The plan will be communicated to all relevant personnel and form part of the site induction process. Traffic management arrangements will also be clearly displayed to ensure that site personnel and visitors are aware of the required routes, controls and segregation measures.

2. COMMUNICATING THE TRAFFIC MANAGEMENT PLAN

This Traffic Management Plan will be issued to the PPOC Transport Department for distribution to delivery drivers. All PPOC site contractors and supply chain partners will receive the plan before attending site. The plan will also be available to other relevant parties upon request and displayed at the site gates and safety notice boards.

PPOC will maintain clear communication with the University, local stakeholders and neighbouring parties throughout the demolition works. The PPOC Site Manager will act as the primary point of contact for traffic and site-related matters. Where appropriate, regular meetings will be held to provide updates on the works and address any concerns raised.

A 24-hour emergency contact number will be established for reporting urgent concerns or issues. These will be managed by the PPOC Site Manager through to resolution. The contact details will be displayed at site entrances and on notice boards and included within PPOC project communications.

3. SCOPE OF WORKS

The following activities are included within PPOC's scope of works:

- In summary, the scope of works will include, but not be limited to:
- Establishment of site welfare and associated facilities.
- Soft strip of the building.
- Removal and appropriate management of mercury-containing equipment/materials.
- Asbestos removal by approved university framework contractors.
- Installation of temporary hoists and tower cranes.
- Controlled deconstruction and demolition of Faraday Tower down to ground floor slab level.
- Removal of all plant and equipment from the basement areas.
- Making good and filling of concrete holes, penetrations and voids within the retained slabs.
- Tarmac surfacing and installation of barriers following completion of the works.
- Maintaining the existing basement pumping systems throughout the works.
- Reconnection of basement drainage systems.
- Soft stripping of redundant M&E services within the tunnel and filling in accordance with the tunnel specification.
- Installation of new M&E services within the retained structure in accordance with the Arup specification.

Segregation, handling, recycling and removal of demolition and construction waste from site.

During the phasing of the works, the number of vehicles attending site will increase based on the progress of the works.

4. ACCESS TO THE WORKS

4.1. AGREED ROUTES TO SITE

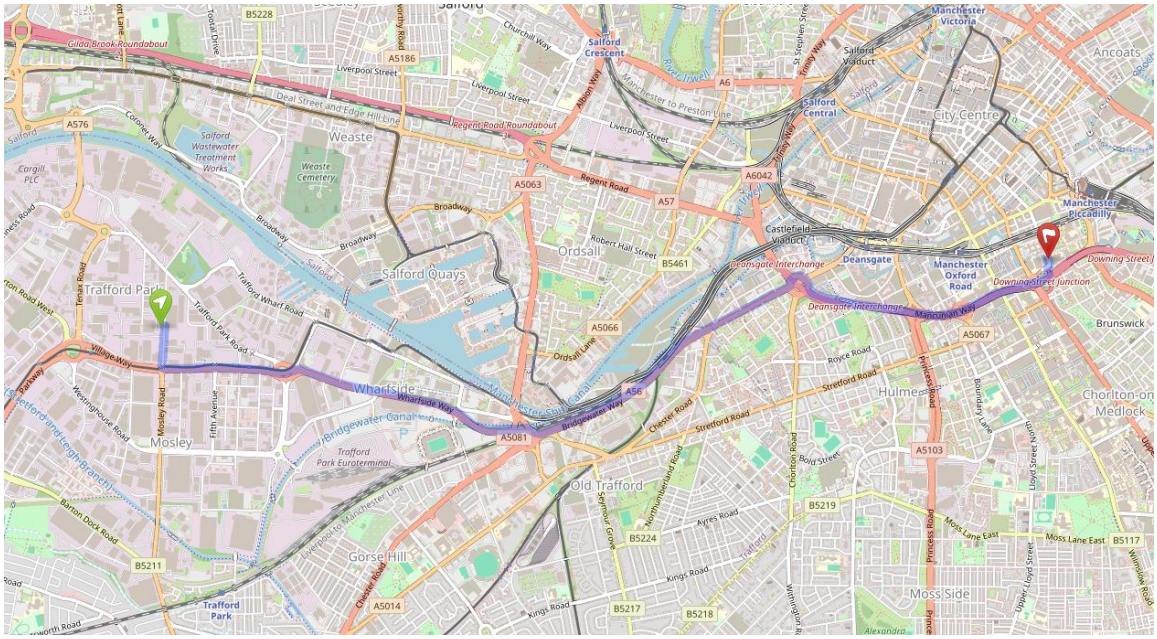


Figure 2 - Trafford Park (PPOC HQ) to Faraday Tower

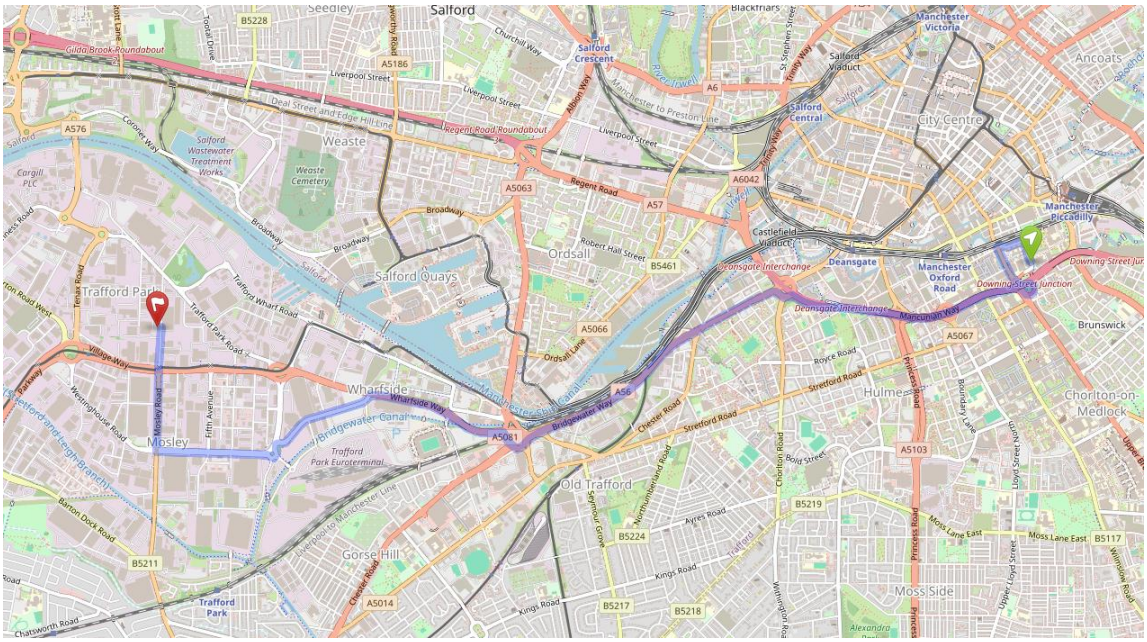


Figure 3 – Faraday Tower to Trafford Park (PPOC HQ)

PPOC operate a large fleet of vehicles which range from rear tipping pick-ups to 130t low loaders. Were possible we try and utilise our inhouse delivery vehicles which are all based in Trafford Park in Manchester. The image above shows the route from our company headquarters to and from Farday Tower, which is roughly 4.8miles away from the site. PPOC's HQ is located at **61 Mosley Road, Trafford Park, Manchester, M17 1GJ**

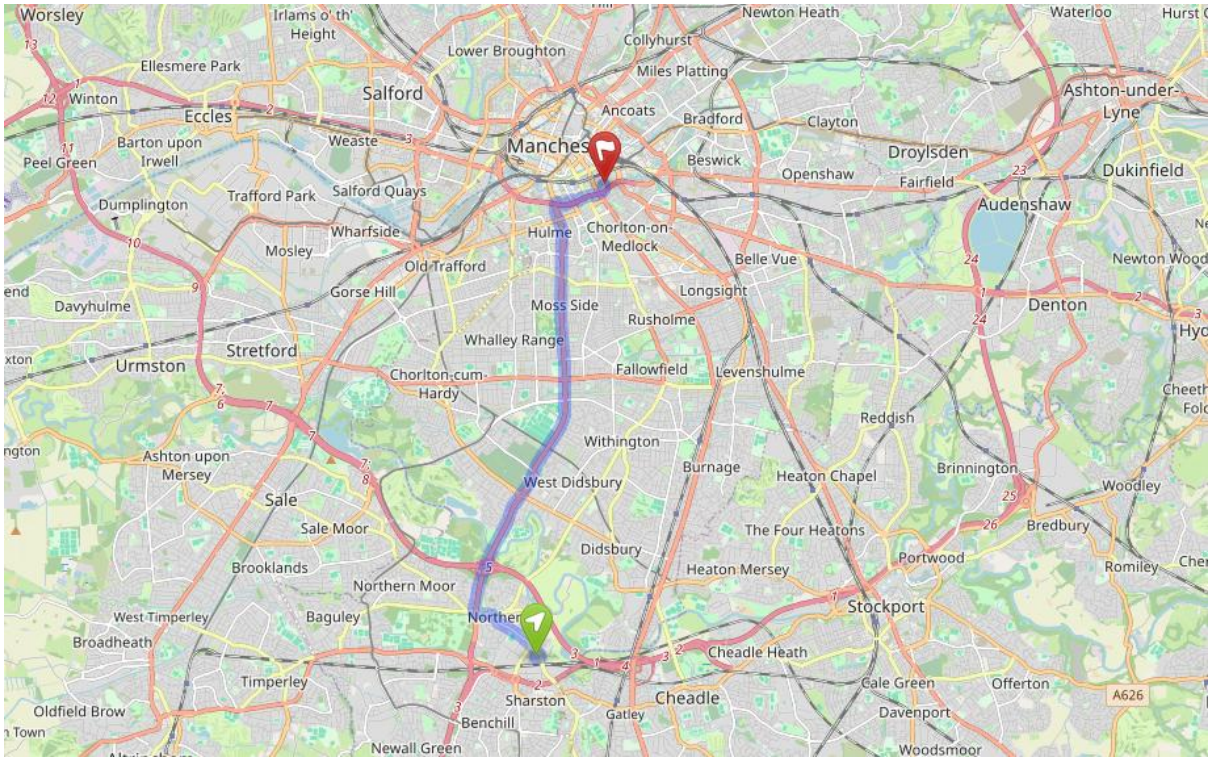


Figure 4 - Agreed routes to site from PPOC Environmental (Sharston – Demolition Waste)

PPOC's Environmental recycling facility is based in **Sharston Industrial Estate, Longley Lane, Sharston, Wythenshawe, Manchester, M22 4SS.** All demolition waste which will not be reused on site will be delivered to this site and will be further processed and recycled at the facility. The agreed routes to and from site is shown in the above sketch.

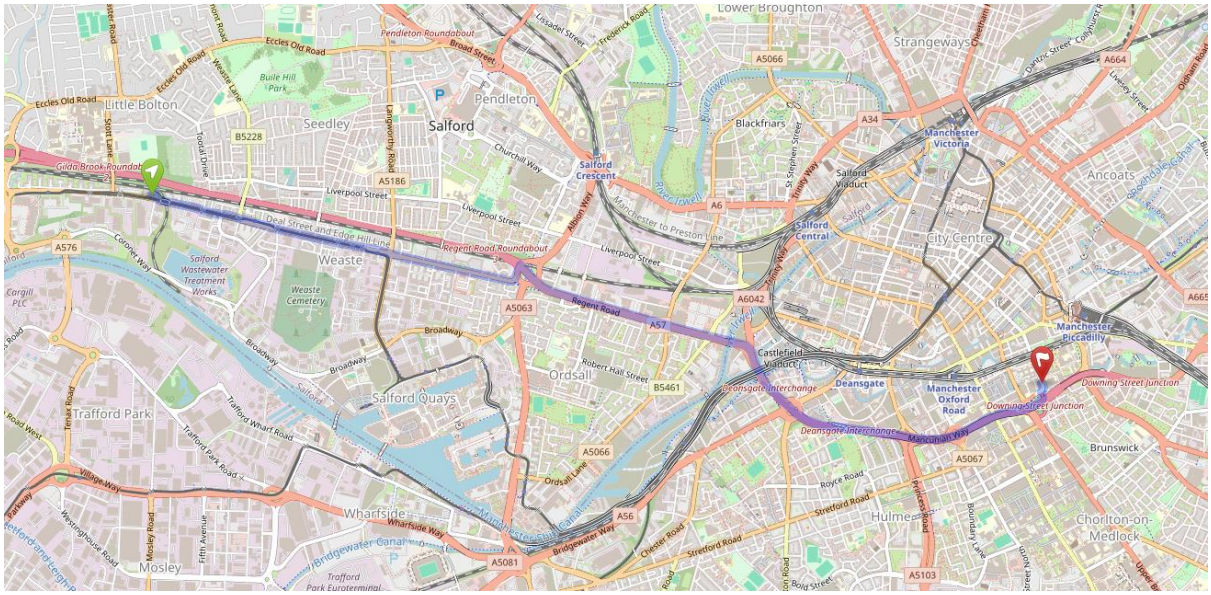


Figure 5 - Agreed routes to site from PPOC Aggregates Yard

PPOC's Aggregates facility is based on **Eccles New Road, Little Bolton, Eccles, M5 5BJ.** All demolition arisings such as concrete rubble and hardcore will be delivered to this address and will be further processed and recycled at the facility. The agreed routes to and from site is shown in the above sketch.

4.2. PEDESTRIAN ACCESS ONTO SITE

All pedestrians will access the site and welfare facilities from Sackville Street via Pedestrian **Gate 1**, as shown on the site sketch below. This is the designated pedestrian access point and will be used by all site personnel and visitors.

Pedestrian **Gate 2** will not be used for routine access and will be retained for emergency access only.

All personnel entering the site must report to the welfare facilities located on the ground floor and sign in before commencing work. Visitors must also comply with the site sign-in and induction requirements.

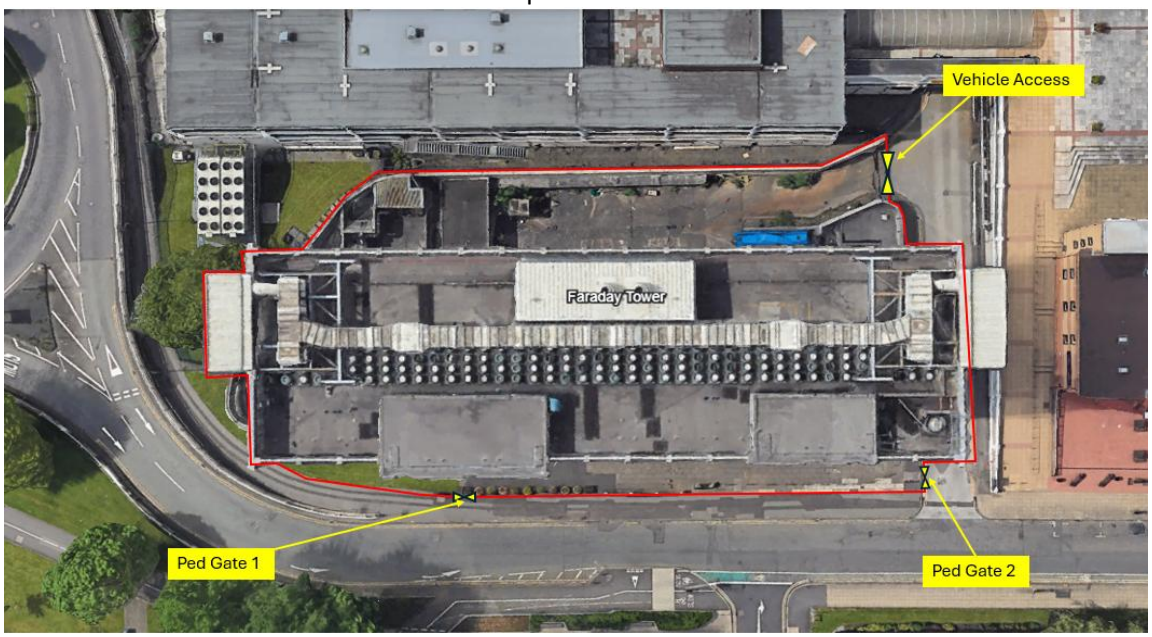


Figure 6 - *Faraday Site Access Gates*

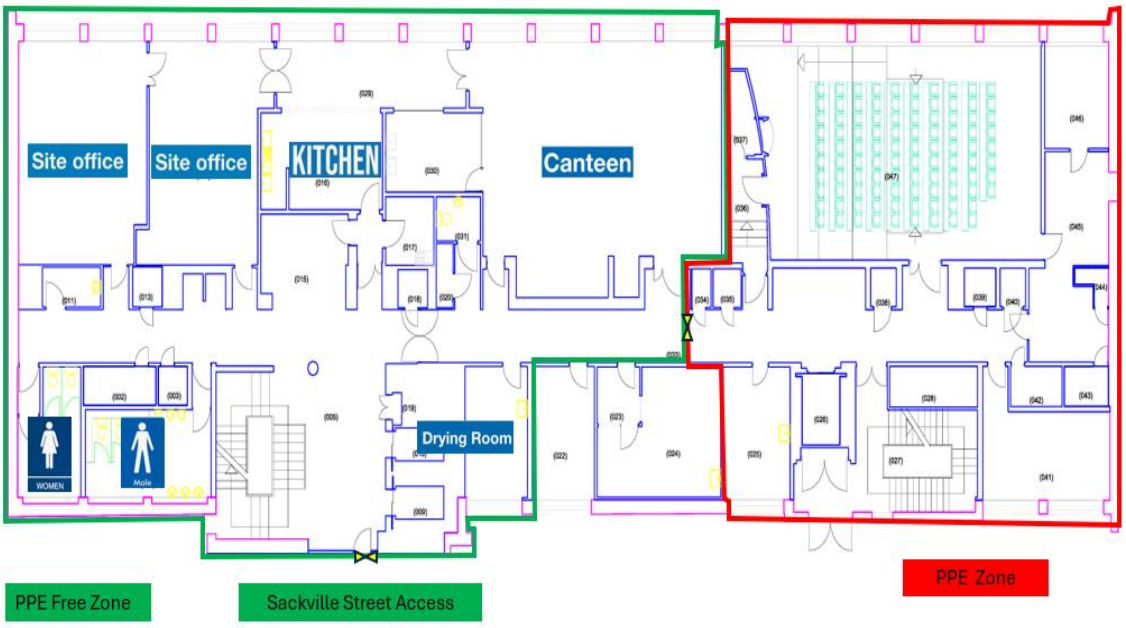


Figure 7 - *Faraday Site Welfare Arrangements*

4.3. VEHICLE ACEESS ROUTES ON SITE

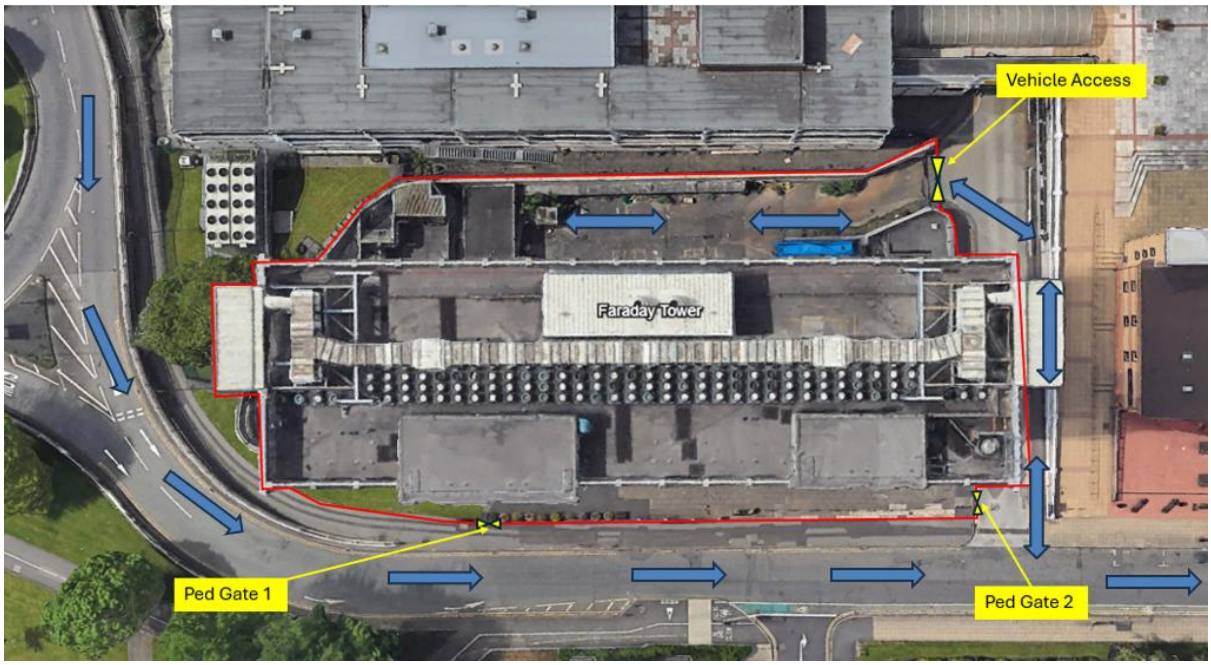


***Figure 8 - Faraday** Site Access Gates*

All delivery vehicles will access the site via Drover Lane from Sackville Street. Drover Lane is a shared access route serving the University campus and neighbouring hotel and must remain unobstructed at all times.

Delivery Booking Process

All deliveries must be booked in advance with the PPOC Site Manager. The contractor or supplier arranging the delivery must provide the following information:

- Proposed date and time of delivery.
- Name of the supplier and delivery company.
- Driver contact details.
- Vehicle type and registration number.
- Nature of the delivery and expected load size.
- Any specific access or unloading requirements.

The PPOC Site Manager will confirm the agreed delivery slot and ensure the PPOC Vehicle Marshall is available to receive the vehicle. Deliveries must not attend site without a confirmed booking unless specifically authorised by the Site Manager.

Due to the restricted site layout, there is no facility for vehicles to turn within the site. Delivery vehicles will therefore reverse into the site under the direction of the PPOC Vehicle Marshall. Only one delivery vehicle will be permitted within the site at any one time.

On arrival at Drover Lane, vehicles will stop at the access barrier and use the call button to contact University Security. Drivers must identify themselves as delivering for PPOC – Faraday Demolition Project, following which access will be granted.

Sackville Street is subject to one-way traffic arrangements and double yellow line restrictions. Delivery vehicles must not wait, park or load on Sackville Street or obstruct the approach to the site.

The PPOC Transport Department and supply chain will be issued with the agreed traffic routes and delivery requirements contained within this TMP. Site personnel will begin arriving from approximately 07:00, with normal deliveries restricted to the site working hours of 07:30–18:00.

Delivery vehicles must not enter or park adjacent to the site outside these hours, except where specifically authorised, such as vehicles operating under a Police Movement Order.

PPOC will monitor and periodically audit contractors and delivery drivers to ensure compliance with the agreed booking process, access arrangements and traffic routes.

4.4. SITE INDUCTIONS

All personnel must complete a site induction before being permitted to access or work on site. Inductions will be carried out on Mondays and Wednesdays from 08:00 and will last a minimum of one hour.

Inductions must be requested at least 48 hours in advance. Personnel will only be permitted onto site once the required induction has been completed.

Visitors will receive a shortened site induction appropriate to their visit and must be escorted by the PPOC Site Manager or nominated representative at all times.

Delivery drivers are not required to complete the full site induction but must follow the site traffic management arrangements and remain under the direction of the PPOC Vehicle Marshall while on site.

5. OFF SITE ACCESS & EGRESS ROUTES

5.1. MOVEMENT ORDERS AND SPECIAL DELIVERIES

Large demolition plant and equipment may require a Police Movement Order due to the size, width or operating speed of the delivery vehicle. The timing and conditions of these movements will be determined by the relevant Police Authority and may therefore fall outside PPOC's direct control.

Movement Orders are typically scheduled during quieter periods, such as early mornings, evenings or weekends. Police Authorities may amend, delay or cancel agreed movements at short notice to accommodate operational requirements.

As a general guide, demolition excavators exceeding 3 metres in width, including 30-tonne excavators, are likely to require a Movement Order. Where a Movement Order is required, delivery and collection times may fall outside the normal site working hours of 07:30–18:00.

Where out-of-hours movements are required, the site will be opened to coincide with the agreed movement time to prevent vehicles waiting or causing obstruction on the public highway.

PPOC will coordinate with the relevant Police Authority and transport provider and will provide advance notification of planned large plant movements to the University, local stakeholders and neighbouring parties, either directly or through the University's site representative.

6. PEDESTRIAN ROUTES ON SITE

Pedestrians will be segregated from moving plant and site vehicles throughout the works. Defined pedestrian routes will be established using Heras fencing and crowd barriers to provide safe access between areas of the site.

Where plant or vehicles are required to cross a pedestrian route, movements will be controlled at clearly identified crossing points. Pedestrian and plant crossing points will be clearly signed, with pedestrian gates opening inwards to reduce the risk of pedestrians stepping directly into the path of moving plant.

Pedestrians must make eye contact with the plant operator and gain their attention before crossing. The pedestrian must wait for the plant operator to stop the machine and provide a clear thumbs-up confirmation before crossing.

Pedestrians and vehicles will only cross at designated points.

Existing pedestrian routes and walkways must remain clear of demolition plant, equipment and waste materials. Any obstruction will be removed promptly.

Where a pedestrian route needs to be closed or diverted, an alternative route will be established before the closure and communicated to the workforce.

A safe and clearly defined pedestrian route will be maintained throughout the works.

7. PARKING FACILITES

There will be no parking provision within the Faraday Tower demolition site for site personnel, visitors or contractors.

Personnel attending site by car must use Circle Square Car Park, located on Oxford Road, Manchester, M1 7ED. The car park provides approximately 1,000 spaces and is open 24 hours.

Personnel must allow sufficient time to park and walk to site and must not park on Sackville Street, Drover Lane or other surrounding roads or University access routes.

No vehicles are permitted to wait or park within the site access arrangements unless specifically authorised for site operations.

A site location plan showing the route between Faraday Tower and Circle Square Car Park will be included below for reference.



Figure 9 – *NCP Circle Square to Faraday Tower*

8. UNLOADING OF VEHICLES & STOAGE OF PLANT AND EQUIPMENT

All delivery vehicles which attend site will be loaded / unloaded within the site boundary within the loading areas in the CDM area. Suitable plant will be used to load / unload delivery vehicles.

Plant and materials which are delivered to site will be stored within the storage and laydown areas provided.

All COSHH substances, fuels and oils will be stored away from the traffic movements in safe and suitable areas within the site boundary.

9. ROAD CLEANING

The cleanliness of roads within the site will be maintained throughout the works. Wheel-washing facilities, including diesel-powered jet washers, will be provided near the site access to clean vehicle tyres before vehicles leave the site where required.

Any mud, debris or material deposited on the site roads or public highway will be removed. Road sweepers will be deployed where required to maintain the surrounding highway to a standard acceptable to the University of Manchester.

Road gullies and drainage channels will be regularly inspected and kept clear to prevent blockages and the migration of silt or debris into the drainage system.

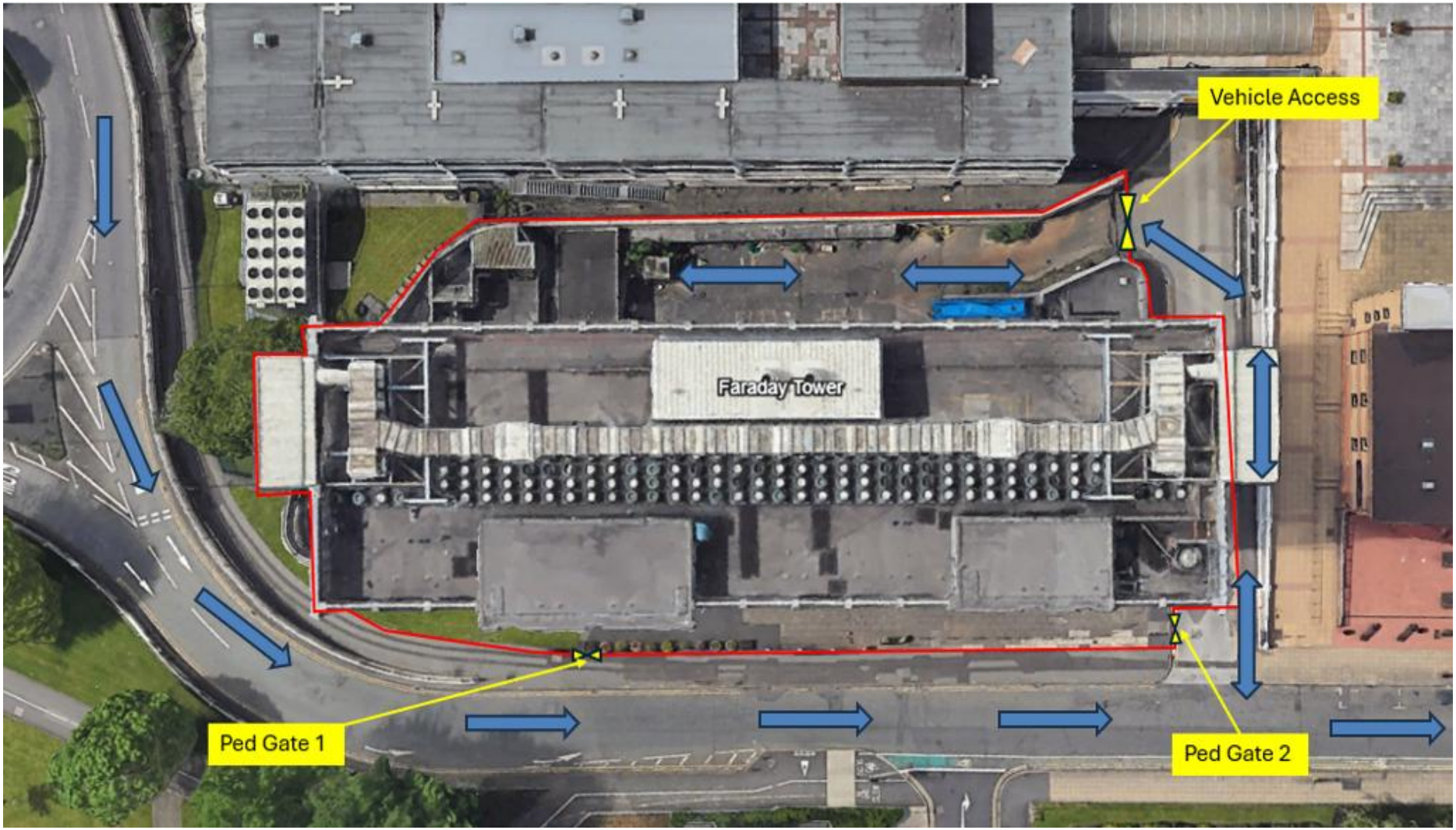
PPOC will maintain access to an emergency road-sweeping service should additional cleaning be required. The emergency call-out number is 0161 776 0333.

10. RISK ASSESSMENT

Hazard / Activity	Persons at Risk	Initial Risk	Control Measures	Residual Risk
Vehicle movements into and out of site	Site personnel, pedestrians, delivery drivers, members of the public	Medium	All vehicle movements controlled by the PPOC Site Manager. Site access and egress clearly defined and signed. Vehicles to follow the agreed delivery route. Vehicle Marshall to control vehicle movements within the site.	Low
Vehicle movements along Drover Lane	University staff, students, hotel users, pedestrians, delivery drivers	Medium	Drover Lane to always remain unobstructed. Vehicles to proceed at low speed and follow site signage. Deliveries to be pre-booked and coordinated to prevent congestion.	Low
Vehicles waiting or parking on Sackville Street	Members of the public, pedestrians, road users, delivery drivers	High	No waiting, parking or loading permitted on Sackville Street. Drivers provided with clear delivery instructions before attending site. Any unauthorised vehicle waiting to be instructed to move immediately.	Low
Reversing delivery vehicles into site	Delivery drivers, Vehicle Marshall, site personnel, pedestrians	High	Due to the restricted site layout, delivery vehicles will reverse into the site under the direct control of the PPOC Vehicle Marshall. Only one delivery vehicle permitted on site at any time.	Low
Pedestrian and vehicle interface	Site personnel, pedestrians, delivery drivers	High	Pedestrian and vehicle routes segregated using Heras fencing, barriers and signage. Vehicle movements restricted to designated routes. Pedestrians only to cross vehicle routes at designated points.	Low
Demolition plant movements	Site personnel, demolition operatives, delivery drivers	High	Plant movements controlled by the Site Manager and relevant operatives. Defined plant routes maintained. Exclusion zones established where required. Operators to maintain awareness of pedestrians and other site activities.	Low
Large plant/equipment movements requiring Police Movement Order	Road users, pedestrians, site personnel, delivery drivers	High	Police Movement Orders obtained where required. Movement times coordinated with the relevant Police Authority. Site opening arrangements coordinated with the planned movement. University and relevant stakeholders notified in advance.	Low
Plant crossing pedestrian routes	Pedestrians, plant operators	High	Designated crossing points provided and clearly signed. Pedestrians must make eye contact with the plant operator, wait for the machine to stop and only cross following a clear thumbs-up from the operator. Gates to open inward to prevent pedestrians stepping directly into the path of plant.	Low
Plant blind spots / restricted visibility	Plant operators, pedestrians, site personnel	High	Operators to maintain suitable visibility at all times. Pedestrians segregated from plant operating areas. Plant movements controlled where visibility is restricted.	Low
Deliveries outside agreed booking times	Site personnel, pedestrians, delivery drivers, University users	Medium	All deliveries to be pre-booked with the PPOC Site Manager. Delivery details and agreed time slots communicated to the supply chain. Unscheduled deliveries not permitted unless specifically authorised.	Low

Hazard / Activity	Persons at Risk	Initial Risk	Control Measures	Residual Risk
Mud and debris transferred onto highway	Road users, pedestrians, cyclists	Medium	Wheel-washing/jet-washing facilities available within the site. Vehicle tyres cleaned as required before leaving site. Site roads and access points monitored. Road sweepers deployed where mud or debris is identified on the highway.	Low
Blocked gullies or drainage channels	Site personnel, pedestrians, road users, neighbouring properties	Medium	Site drainage and surrounding gullies monitored regularly. Mud, silt and debris removed where identified. Drainage routes maintained clear throughout the works.	Low
Obstruction of pedestrian routes	Pedestrians, site personnel, visitors	Medium	Pedestrian routes maintained clear of plant, materials, waste and deliveries. Any obstruction removed promptly. Where a route must be closed, an alternative route will be established and communicated before closure.	Low
Unauthorised parking on site	Site personnel, visitors, delivery drivers	Medium	No general parking permitted within the site. Personnel and visitors directed to the designated Circle Square Car Park. Site access routes and emergency access to remain clear at all times.	Low
Emergency access obstructed	Emergency services, site personnel, University users	High	Emergency access routes maintained at all times. Drover Lane and designated site access kept clear. Site Manager to monitor access arrangements and immediately remove any obstruction.	Low
Poor communication of traffic arrangements	Site personnel, delivery drivers, contractors, visitors	Medium	TMP issued to relevant contractors, suppliers and PPOC Transport Department. Requirements communicated during induction and displayed at site access points and safety notice boards.	Low
Unauthorised vehicle entry	Site personnel, pedestrians, unauthorised drivers	Medium	Site access controlled through the site entrance. Vehicles to be checked and authorised before entering. University Security arrangements followed for access via Drover Lane.	Low
Adverse weather affecting vehicle/pedestrian movements	Site personnel, pedestrians, delivery drivers	Medium	Traffic arrangements reviewed during periods of adverse weather. Additional controls implemented where required, including reduced vehicle speeds, temporary route restrictions or suspension of movements where conditions cannot be safely managed.	Low
Out-of-hours plant movements	Site personnel, residents, University users, road users	Medium	Out-of-hours movements only undertaken where specifically authorised. Police Movement Order requirements complied with. Site opening and security arrangements coordinated with the planned movement. Relevant stakeholders notified in advance.	Low
Changes to site traffic arrangements	Site personnel, pedestrians, delivery drivers, contractors	Medium	TMP reviewed throughout the works and updated where site activities, demolition sequencing, access arrangements or traffic conditions change. Revised arrangements communicated before implementation.	Low

APPENDIX 1 – TRAFFIC ROUTES TO SITE



APPENDIX 2 – ACCESS GATES



APPENDIX 3 – SITE LAYOUT

