



Russells South Heywood (Residential) Limited

South Heywood Masterplan

Primary Substation, Enabling Works

Construction Traffic Management Plan (CTMP)

Revision 2 29/01/25

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1. Introduction

This Construction Traffic Management Plan (CTMP) has been prepared by Russells South Heywood (Residential) Limited (RSHL) ('the Applicant') in support of the Reserved Matters Application submitted on 20th December 2024 via the Planning Portal (Reference: PP13295321) for enabling works to prepare the Site for the installation of a primary substation pursuant to the 'outline' element of hybrid planning permission ref. 16/01399/HYBR. The primary substation details are subject to a separate RMA prepared and submitted by Electricity North West Limited ("ENW").

A primary substation is proposed to be located on the land south of the recently constructed Queen Elizabeth II Way which is covered under the Outline Element of the Hybrid Permission. The Site lies to the central western area of the Masterplan in an area designated for SUDs, ecology, access and landscaping on the approved Land Use and Parameters Plan.

This Construction Traffic Management Plan (CTMP) has been prepared to meet the objectives of:

- Minimising the generation of construction traffic where possible
- Managing the operational impact of such vehicle movements on the immediate local highway network
- Identifying key routes for delivery vehicles which avoid sensitive locations and restricts heavy goods traffic to appropriate strategic highway links
- Ensuring site safety
- Managing staff travel demand and supporting initiatives to encourage staff to take alternative modes of transport to the car

2. Construction Process

2.1 Programme

Traffic management will be required at different times during the construction process to ensure the safety of the workforce and road users. This will be kept to a minimum, and local residents kept informed. The main phases of traffic management that will affect the public are:

- Entrance into site from Queen Elizabeth 2nd Way (formerly Hareshill Road)

2.2 Working Hours

During the construction period, the normal working hours will be:

- 6:00am – 7:00pm Monday to Saturday
- 8.30am – 2.00pm Sunday

It will be necessary to work outside of these hours' subject to the approval of the clients Project Manager and Local Authority.

Deliveries will be managed wherever possible to ensure they avoid peak times in the morning and afternoon. 8:00am - 9:00am and 3:00pm - 5:00pm.

Deliveries will be allowed to access site at 6:00am but will not be unloaded until 6:30am.

2.3 Site Contact

The Site Manager will be appointed Traffic Co-ordinator and will be experienced in the operation of traffic management systems. They will be contactable on a mobile number specifically made available to all relevant stakeholders including the Council and local residents.

2.4 Site Compound

An area within the Primary Substation development will be used as a site compound just off Queen Elizabeth 2nd Way (formerly Hareshill Road). Offices, parking, and material storage if required will all be within this area which will be secured with a temporary fence. Security will be provided if required during non-working hours with either a guard or CCTV system.

2.5 On Site Vehicle Parking and Manoeuvring

Parking for site operatives will only be permitted at the site compound. This will prevent any parking on local roads. This rule will be enforced at weekly site safety tours.

All vehicles on site will be controlled from the point of site access with trained vehicle marshals, after receiving the vehicle site orientation to ensure approved routes are followed at all times.

2.6 Driver Incentive/Disciplinary Process

All delivery drivers who attend site regularly will receive our full induction and our delivery site specific Delivery Driver Orientation. All orientation content is kept up to date to reflect the site risks, rules and other constraints/changes. Delivery drivers cannot leave the location of their vehicle until they have received the Delivery Driver Orientation. Any contravention results in a driver's immediate and permanent exclusion from site.

2.7 Vehicle Cleaning

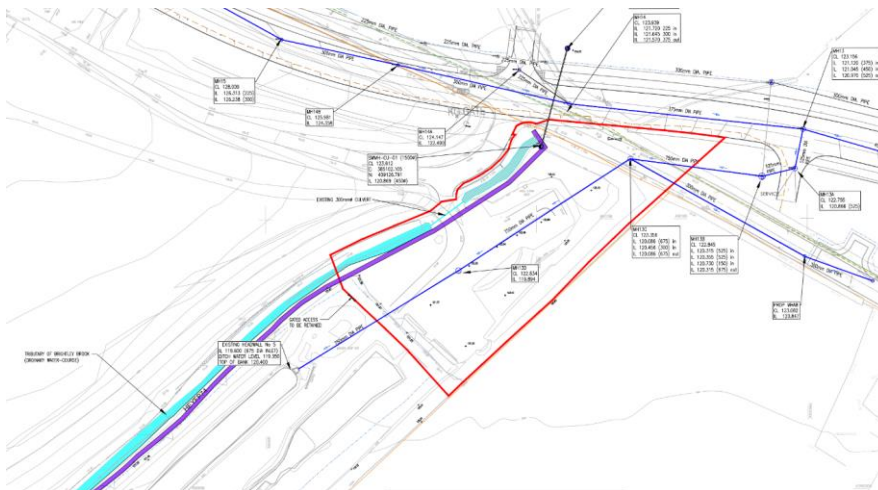
Local roads will not be permitted to become soiled due to vehicles entering or leaving the site. This will be achieved by making an operative responsible for ensuring each access point is kept clean with either a wheel cleaner or a jet-wash. A road sweeper will also clean the local roads, removing mud where and when required. The road sweeper will fill its tank from the local water-main using an approved metered standpipe, while ensuring that there is no impact on local traffic.

Dust suppression measures will be implemented on site which will limit the generation of dust and dirt during the main construction activities.

Local roads near to the site entrances will be inspected on a regular basis to ensure the regime is operating effectively.

All vehicles will be checked to ensure they have been correctly secured and sheeted prior to exit from site.

2.8 Public Rights of Way (PROW's)



The existing public right of way (HyFp74), identified as the purple line in the above drawing has been temporarily closed to enable construction access, and will remain closed throughout the programme.

2.9 Traffic Routes (inc. offsite HGV routing and haulage route strategy)

The site is located next to a motorway and this will be the default route wherever possible for all HGVs to ensure that local residential areas are avoided. This will be achieved through the use of advanced signs to direct traffic and by inserting obligations to follow certain routes into sub-contracts where necessary. Temporary site direction signs will be agreed with Rochdale Borough Council's Traffic Services team. Anticipated routes to the site are shown in Appendix 1 –Logistical Plan.

The project will maintain access for residents, in particular providing access at all times to Hareshill Business Park, Pilsworth Distribution Depot and all residential properties on Hareshill Rd and Manchester Rd. Temporary pedestrian barriers will be installed to segregate any pedestrians and cyclists using the public right of way from construction traffic.

Plant will be delivered to site using low-loaders and offloaded within the boundary. Once onsite it will be checked, controlled and driven by qualified and competent personnel following designated haul routes.

2.10 Traffic Management

Traffic management is anticipated to be required for safe access and egress into the site. Any work will be kept to a minimum and local resident kept informed.

All traffic management will be installed by a competent and experienced contractor with a maintenance crew onsite 24 hours a day for the duration of the construction.

Traffic management plans would be submitted for approval along with the revised permit applications and request for any closures. Consideration has been given to the following:

- Temporary footways/pedestrian routes will be provided, as necessary.
- A review has been made of bus routes and they are not affected.

3. Construction Traffic Generation

3.1 Construction Vehicles

The nature of the work will require materials to be brought onto the site and to be removed from site. We have developed our construction strategy to minimise the volume required by improving & re-using all the earthwork material. It may also be required to take excess material from the site. It is anticipated that on average there will be around 5 deliveries per day. The wagon movements are anticipated to peak at 10 per day.

Traffic will follow the routes identified in ***Appendix 1 – Logistical Plan***

Note that no deliveries will be permitted to use:

- Heap Brow from the junction of the A58 to Moss Hall Road
- Coronation Avenue linking the A6046 to the A6045
- A6045 Section of Heywood Old Road
- Pilsworth Rd from the A58 Bridge St to the Pennine Business Park

When ordering, material batches will wherever possible, consist of full loads to limit vehicle movements. All loads will be secured and inspected prior to leaving site to avoid spillage onto the highway network.

No vehicles will be permitted to park along the public roads.

An assessment has been carried out of any schools in the area and the routes have been chosen to avoid, where possible, these locations.

For any abnormal load's consultation will be held with Rochdale Borough Council Traffic Services Manager.

3.2 Construction Staff

The project will employ approximately 5 full-time jobs most of which will use private vehicles to reach the site. The use of public transport and car sharing will be encouraged by making information available such as timetables and bus-routes in welfare areas, and possibly also through the use of incentives. The location of the site means the potential for public transport and cycling by the workforce is limited but provision will be made for cycle parking within the site compound.

4. Management & Control

4.1 Consultation

The Site Manager will coordinate traffic management with relevant stakeholders, including the Council and statutory bodies.

The Site Manager will undertake the traffic management co-ordination role for the site. Their duties will include:

- Managing and implementing the CTMP
- Vehicle scheduling
- Checking for scheduled road works
- Handling any complaints
- Acting as a point of contact for employees, contractors, and the general public

The Site Manager will ensure that there is adequate liaison between the key stakeholders throughout the construction period

Once delivery vehicles arrive, they will enter the site as soon as possible to avoid congestion on local roads. Pedestrian routes and local access points will not be obstructed. The gateman will ensure that drivers are courteous and report any concerns to the Site Manager who will ensure processes are followed and deal with any complaints from members of the public.

4.2 Local Authority Interface

Permits will be applied for in accordance with the 'Rochdale Borough Council Permit Scheme for Road & Street Activities'.

The definition of major, standard and minor activities is understood.

It is our intention to arrange a meeting with Rochdale Borough Council's Traffic Officers as soon as possible after contract award to review all the proposed requirements.

Where traffic management is affected due to an interface with local authorities' contractors, this will be managed and agreed via interface meetings with the local authority and their contractor.

4.3 Embargos and Events

The dates for the following events will be added to the contract programme to ensure traffic management does not affect traffic flows during these periods.

- Parklife Music Festival at Heaton Park
- Heywood Christmas lights switch on
- Heywood 1940's weekend
- Heywood Charities Fate
- St Georges Day Parade
- Remembrance Day Parade

- Christmas Embargo 1st November to 1st week in January

4.4 Complaints

Local residents will be encouraged to report the time and registration number of any construction vehicles that are acting outside of this plan. Drivers of identified vehicles will be issued with an official written warning and any further offences will result in suspension or barring from the site.

The contractor's Site Manager or deputy will always be contactable.

5 Summary and Conclusions

The CTMP provides information to ensure that the development works are organised and delivered in a manner that mitigates and safeguards the highway impact, safety and amenity of the surrounding area.

The construction process will be managed and overseen by the Site Manager. The Site Manager's responsibilities will include acting as a point of contact for the local authority, stakeholders and members of the public.

Overall, it is considered that the measures and control processes outlined in this CTMP are appropriate to overcome the identified constraints associated with the site and enable construction traffic to be effectively and sustainably managed.

Appendix 1 – Logistical Plan Traffic Access Routes

