



Construction Traffic Management Plan Dig Gate Lane, Rochdale

October 2022

Prepared For: Enzygo

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) have been commissioned by Enzygo to prepare a Construction Traffic Management Plan (CTMP) in relation to the development proposals for a gas-powered reserve energy facility on land to the south of Dig Gate Lane, Rochdale. This CTMP sets out the anticipated measures to be taken during the construction phase to minimise the impact of construction traffic on road safety and the environment, and to minimise disruption to the local community.
- 1.2 This CTMP is an evolving document that will be updated and finalised once a contractor has been appointed for the development.

Site Context

- 1.3 The site comprises a triangular shaped piece of land, that forms part of the Rochdale Borough Council draft allocations plan (ref: AL/EMP/1 – Kingsway Business Park) located to the south of Dig Gate Lane, with an approximate area of 4,261sqm. It is located approximately 3.3km southeast of Rochdale town centre and 2.2km southwest of junction 21 M62, and is bound by Dig Gate Lane to the north, M62 to the east / south and a private dwelling to the west. The site location is illustrated in **Figure 1.1** overleaf, whilst a site layout plan is provided at **Appendix A**.

KEY:

- Land Ownership Boundary
- Application site

Development Proposals

- ## Site History

- Phone Number: TBC**

Contact Name: TBC

Email: TBC



- 1.8 Working hours at the site are expected to be 07:30-18:00, Monday-Friday, and 07:30-12:00 on a Saturday and Bank Holidays, during the construction phase of the development.

Report Structure

- 1.9 Following this introductory section:

Section 2 considers the construction programme and provides expected vehicle movements;

Section 3 details the vehicle routing and site access;

Section 4 summarises the strategies to reduce impacts;

Section 5 describes how the CTMP will be implemented, monitored and updated; and

Section 6 offers a summary.



2. CONSTRUCTION PROGRAMME

Introduction

- 2.1 This section of the CTMP identifies the construction programme.

Construction Programme

- 2.2 A programme of work has been put together and details the construction phases, together with their duration and anticipated start and end dates. This will be confirmed on appointment of a contractor. The timescales are dependent on the approval of the planning application and, therefore, are indicative only.
- 2.3 An outline of the proposed construction phasing is provided in **Table 2.1**.

Table 2.1: Indicative Construction Programme

Construction Phase	Duration	Anticipated Start Date
Installation of perimeter fence	2 weeks	Q4 2022
Site set up and foundations	1 month	Q4 2022
Construct internal access roads	1 month	Q1 2023
Laying foundations for the sub station	1 month	Q1 2023
Installation of power / cables	2 months	Q2 2023
Installation of batteries	2 months	Q2 2023

During Construction

- 2.4 A construction compound and HGV turning area will be provided and will remain for the duration of the construction period. It will be of a sufficient size to store materials for the construction of the gas-powered reserve energy facility, and for vehicles to park and turn around.
- 2.5 During construction, it is anticipated that the following vehicles will require access to the site:



- Cars / minibus associated with construction workers;
- Flatbed trucks transporting batteries;
- Fuel tanker transporting fuel;
- LGVs and HGVs in the form of tipper trucks associated with the delivery of aggregates / bituminous surfacing; and
- Max legal articulated vehicles associated with the delivery of re-enforcing steel and miscellaneous goods.

2.6 It is envisaged that a maximum of 20 construction workers would be on site at any time. Given the works do not require the demolition of existing buildings, or the construction of any new buildings, it is expected that the works will not result in the emission of dust and / or dirt. Should it occur, however, contractors will ensure that dust and dirt emissions are kept to a minimum by utilising water to dampen dust clouds or using machinery with built-in dust extraction technology.

2.7 From site commencement, and until the completion of all groundworks operations, wheel washing will be used on site to ensure that all mud is removed from vehicles prior to them re-entering the public highway. A road brush will be kept on site and will be regularly used by the groundworks contractor to clean on-site roads.

Waste Removal

2.8 Skip pick-up and drop-off will be required during construction phase of the project. Given the proposed schedule of works, it is not expected that waste will need to be collected on a daily basis, rather it is likely that weekly collections will take place. A dedicated area for recycling and waste disposal will be provided within the site boundary.

Estimated Vehicle Movements

2.9 The initial stage of construction will involve the laying of foundations and installation of the perimeter fence. Once the initial stage is complete, internal tracks will be laid out.

2.10 Deliveries will be made outside of the weekday AM and PM Peak hours (08:00 – 09:00 and 16:00 – 17:00).

2.11 Deliveries will be managed by the CTMP Manager / site supervisor in conjunction with the contractor. Marshals and banksmen will have undertaken the necessary training and will also be available to ensure the site operates in a safe and efficient manner.



- 2.12 During the construction works, the contractor will work with the local highway authority to ensure that the working hours do not result in any significant conflicts on the local highway network. As such, the contractor will look to ensure that only a limited number of personnel vehicles access and egress the site during the peak periods. A maximum of 20 staff members will be on site per day. As a worst-case scenario, this equates to a maximum of 40 two-way staff vehicle trips to the site each day, however staff will be encouraged to travel sustainably, including utilising public transport and car/van sharing.
- 2.13 The scheduling of HGV movements will be strictly managed to ensure disruption is kept to a minimum. Typically, up to 30 HGV deliveries in total would be required throughout the course of the construction period, which is anticipated to be approximately 6-7 months.
- 2.14 The above equates to an average of 5 HGV movements per month. This is subject to change as the precise number of movements can only be finalised when a contractor is appointed, construction methods are agreed and a construction timetable drawn up. When movements associated with staff attending site are considered, and taking into account a worst case scenario of all staff travelling in their own private vehicle, it could be expected that there would be 42 two-way movements to the site per day (including a worst case of a day when a HGV attends site – 2 two-way trips).
- 2.15 The above trip generation has been calculated based on feedback from the client, who has significant experience of this type of development.

Maintenance Trip Generation

- 2.16 Once the site is constructed, the gas-powered reserve energy facility will not generate vehicle trips. It is anticipated that once the site is built out and operational, one vehicle would travel to and from the site per month, likely in an LGV, to undertake any required maintenance.



3. VEHICLE ROUTING AND ACCESS

- 3.1 In order to minimise the impact on the surrounding area; vehicles involved in the construction will be required to strictly adhere to specific routes to site.
- 3.2 The development is to take access from the northeast boundary of the site, onto Dig Gate Lane. At the point where the development will take access, Dig Gate Lane has an approximate width of 5m.
- 3.3 To the northwest of the site, Dig Gate Lane leads to a 4-arm roundabout that provides access west via the Industrial Estate Access Road and north / east via John Milne Avenue.
- 3.4 From the junction of Dig Gate Lane / Industrial Estate Access Road, westbound travel provides access towards the A664 and Rochdale town centre, via the A6193. This route benefits from street lighting and a footway on both sides of the carriageway. From the junction where Industrial Estate Access Road meets the A6193, the primary route runs west for approximately 650m before arriving at a signalised crossroads with the A664, running north – south, and Moss Bridge Road, continuing west.
- 3.5 Vehicles travelling to/from the M62 would access John Milne Avenue, which extends north from the site on Dig Gate Lane. The carriageway is 8m wide and supports pedestrian / cycle movements on both sides. John Milne Avenue extends north for approximately 450m before arriving at a 4arm roundabout, giving access east – west along the A6193.
- 3.6 The most direct route to the strategic road network is east along the A6193, which gives access to the A640 and M62 east and westbound. Access to junction 21 of the M62 is direct, with the M62 from here heading east towards Leeds and west towards Manchester and the M60 Outer Ring Road.
- 3.7 Construction traffic will be advised to travel along the aforementioned route and approach the site from the north. The following section identifies how this will be communicated. **Figure 3.1**, overleaf, shows the most direct route to the site from the M62.

Figure 3.1: Vehicle Routing



(Source: Google Earth)

- 3.8 The contractor will encourage all sub-contractors, labourers and tradesmen to car / van share on their journeys to and from the site, to further reduce the number of vehicle movements involved.
- 3.9 HGVs accessing the site will be informed of the above construction vehicle routing, utilising a route (M62 and A6193) which is capable of accommodating HGVs.
- 3.10 All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site.

Pedestrian Access

- 3.11 A designated site access will be provided to the site for construction workers on Dig Gate Lane. The proposals would not impact on the existing pedestrian infrastructure surrounding the site.



Loading

- 3.12 Loading / unloading will take place within the site, with vehicles entering the site from Dig Gate Lane. No loading/unloading will take place from the adopted highway.
- 3.13 Whilst vehicles are undertaking turning manoeuvres into/out of the site, a banksman will be present to assist with vehicle manoeuvres to ensure the safety of other road users.
- 3.14 It is not expected that any traffic management measures will be required in relation to the arrival/departure of vehicles to/from the site. However, when HGVs are manoeuvring into and out of the site, they will be aided by a suitably trained banksman, to ensure that conflict with pedestrians using the PROW is minimised.

Contractor Parking

- 3.15 Contractor parking will take place within the site as can be seen on the proposed site layout plan. Vehicles will enter the site from Dig Gate Lane and sufficient space will be provided within the site to allow for all contractors to park within the site, avoiding the need to park on the highway.



4. STRATEGIES TO REDUCE IMPACTS

Introduction

- 4.1 This section of the CTMP explains the various measures which will be used to reduce the impact of the construction of this development.

Table 4.1: Strategies to Reduce Impacts

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries	x		
Vehicle choice	x		
Material procurement measures			
DfMA and offsite manufacture			x
Re-use of material on site			x
Smart procurement			x
Other measures			
Implement a staff travel plan			x

Safety and Environmental Standards and Programmes

- 4.2 This CTMP recognises that all parties involved in construction activities take responsibility for health and safety beyond the site boundary, as required.
- 4.3 The measures that are included in the CTMP demonstrate that the parties involved in the pre, during and post construction activities are working together in collaborative action. This prevents fatal or serious collisions between vehicles servicing construction projects and vulnerable road users, including pedestrians, cyclists and motorcyclists.
- 4.4 Such measures include the provision of sufficient road signage, crossover points, signing in/out procedures, pedestrian plan measures, promotion of sustainable travel, loading/unloading measures, traffic management, etc.
- 4.5 It is anticipated that the majority of trips to the site will be undertaken by Light Goods Vehicles (under 3.5t) and there will only be a need for HGVs to enter the site when delivering



materials and collecting waste and recycled material. All vehicles used must be Freight Operator Recognition Scheme (FORS) registered and fitted with the latest Construction Logistics and Community Safety (CLOCS) initiatives for cycle safety. This would likely include, as a minimum, for vehicles more than 3.5 tonnes:

- Side under-run protection;
- Blind-spot minimisation (Class V / VI mirrors, blind-spot cameras) and vehicle manoeuvring warnings;
- Close-proximity sensors and warning alarms; and
- Rear cyclist warning signs.

4.6 The contractor and subcontractors operating HGVs and/or fleets of vans are required to be at least Bronze accredited to the FORS.

4.7 Before commencing work on the contract, each driver who works on the contract will have had a driving licence check with the DVLA and will have their licence rechecked on a regular basis.

Adherence to Designated Routes

4.8 Within this CTMP there is commitment to ensure that the designated routes identified are adhered to and all site traffic should keep to the designated routes.

Delivery scheduling and the Re-timing for out of peak hour deliveries

4.9 Deliveries onto site will be controlled, and scheduled outside the expected peak hours of the local highway network and outside of school drop-off/pick-up times. All deliveries will be scheduled in advance and given a specific delivery slot dependant on the load, to prevent vehicles from waiting on the highway network. Any deliveries missing their designated delivery window will be turned away and required to reschedule, if they cannot be accommodated within the site at that time.

4.10 To ensure that any deliveries can be received, a contact number will be made available so the client / main contractor can attend and supervise the delivery, if required. However, this is unlikely as most of the deliveries will be pre planned with the logistics providers ensuring that each vehicle can be managed to ensure there is no impact on the local highway network.



- 4.11 As stated earlier in this report, the delivery schedule is dictated by the construction programme and any concrete, materials etc. will be delivered and co-ordinated in an efficient manner by the contractor. At this stage of the project, it is not feasible to predict exact delivery times and a schedule cannot be provided; any deliveries will be arranged almost immediately prior to the associated construction stage.

Just in Time Deliveries

- 4.12 Given the constrained nature of the site, there will be limited opportunity to store large volumes of materials on the site. Therefore, deliveries will be scheduled so that they are needed 'just-in-time' in order to avoid the need to stockpile large amounts of materials on the site. This will lead to greater logistics efficiency and reduced disturbance in the surrounding areas.

Traffic Management

- 4.13 All deliveries will be directed to the entrance to the site on Dig Gate Lane at the north eastern boundary of the site. Drivers will be directed to route via main roads to avoid congestion. Maps showing the delivery route, at **Figure 3.1**, will be issued as part of all orders.
- 4.14 Signage will be erected on the adjacent highway to direct deliveries to the construction entrance and all material orders sent out will include specific directions and routes to be taken. This information will also be provided to all subcontractors.
- 4.15 Any traffic management will ensure priority is provided to non-motorised users, this will be particularly important when deliveries are made to the site, to ensure that footway routes are maintained for pedestrians.
- 4.16 Should there be a requirement for temporary traffic management, this will be designed in accordance with Chapter 8 of the Traffic Signs Manual 2009 and the Safety at Street Works and Roads, A Code of Practice, 2013.

Material Procurement Measures

- 4.17 The contractor will endeavour, where possible, to reuse and recycle materials wherever possible. Dry materials will be covered to minimise the generation of dust to the environment when being transported from the site. There will be a designated location for waste and recyclable material skips to be located within the site. Materials will be covered when stored to avoid the generation of dust.



- 4.18 Local staff and suppliers will be utilised to promote sustainability and support the local economy. This will be encouraged by the developer with local contractors and sub-contractors/tradespeople employed, where possible.

Implement a Staff Travel Plan

- 4.19 Contractors will be able to park their vehicles within the site in the parking area. However, where possible, staff will be encouraged to travel to site by public transport, walking/cycling or to share vehicles to access the site to minimise the total number of vehicle trips.

Other Measures

- 4.20 The CTMP has identified a number of measures that will be in place to ensure that the safety of other road users, cyclists and pedestrians are not at risk. A list of other measures that are proposed is provided below:
- In the interest of protection of the general public, the site is to have full protective fencing from the outset around any open areas of the site with secure gates. This means that the site will have 2.4m high fencing on all boundaries;
 - The Principal Contractor is to ensure that all site personnel and visitors sign in and out of the site at the site office, ensuring they make their presence known to Site Management before venturing onto the construction site working areas;
 - The Principal Contractor's Site Management are required to check that all appropriate security arrangements are in place at the end of working shifts and during rest breaks, which includes locking site facility doors, setting alarms, securing site boundaries and securing all doors and windows to the building;
 - During the initial phases of construction, vehicles carrying sediment/ materials may inadvertently carry deposits of clay or wet concrete, trapped on their tyres. To ensure that this does not occur, a wheel-cleaning regime will be implemented as required. The exact specification of the wheel washing facility will be confirmed by the appointed contractor;
 - The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis insofar as is reasonably necessary to remove any spoil or debris deposited on the highway resulting from the construction period; and



- The crossover and all public pathways adjacent are to be suitably maintained in a safe order throughout the duration of the project so that pedestrians are not subjected to tripping, slipping and collision hazards. Any works required, albeit not envisaged, will be carried out under enabling works that will be funded by the developer.

4.21 The measures explained above show that the contractor is committed to ensuring the site safety of the construction staff and the public. The additional increase in footfall along the site frontage during AM and PM periods will be monitored by the site manager and site marshals/banksmen will be present to oversee deliveries and ensure pedestrian safety.

5. PUBLIC RIGHT OF WAY CONDITION SURVEY

Introduction

- 5.1 A Public Right of Way (ref: Rochdale – Mil Fp322) runs along the northwest boundary of the site, emerging to the south of the John Milne Avenue roundabout junction. This connects with a continuation of the footpath, to the north of the site, with access taken from to the opposite side of the road, from where the proposed site is to be accessed. The location and route of the PRow is shown in **Figure 5.1** below.

Figure 5.1: PRow in vicinity of the site



(Source: Google Earth)

- 5.2 A public right of way condition survey has been undertaken prior to construction at the site beginning in order to demonstrate the existing situation at the site. Prior to completion of the construction works, a post-condition survey will be undertaken and, should any defects be highlighted, these will need to put right at the applicant's expense, in agreement with Rochdale Borough Council.
- 5.3 A copy of the pre-condition survey photos, obtained during a site visit in August 2022 is attached at **Appendix B**. The photos are taken from the southwest corner of the site, along the western boundary to where the route meets the access road. Then the photos follow the access road, to where it meets the continuation of the access road, to the north.



6. IMPLEMENTING MONITORING AND UPDATING

CTMP Implementation

- 6.1 Successful implementation, monitoring and updating of the CTMP is important and it can enhance efficiency and productivity, having a positive overall impact on cost and time. For example, good logistics management, via the CTMP, ensures the workforce can carry out required activities without delays caused by materials being delivered to site.
- 6.2 Implementing, monitoring and updating the CTMP involves integrating many activities including:
- Resource assessment;
 - Lead time assessment;
 - Supply and demand planning;
 - Sourcing and procurement;
 - Production planning and scheduling;
 - Packaging and assembly;
 - Inventory management and order fulfilment;
 - Inbound and outbound transport management;
 - Materials handling;
 - On site vehicle and plant management;
 - Customer services; and
 - Waste Management
- 6.3 Having a timeline of project stages planned in advance, with a full inventory of materials and tools required, is a key part of logistics management.
- 6.4 In addition to keeping the construction programme on-schedule, other advantages of successful implementation, monitoring and updating of the CTMP include:
- Cost savings and waste reduction as productivity is enhanced;
 - Logistical planning on site enables materials to be stored correctly which improves efficiency and reduces the potential for damage;



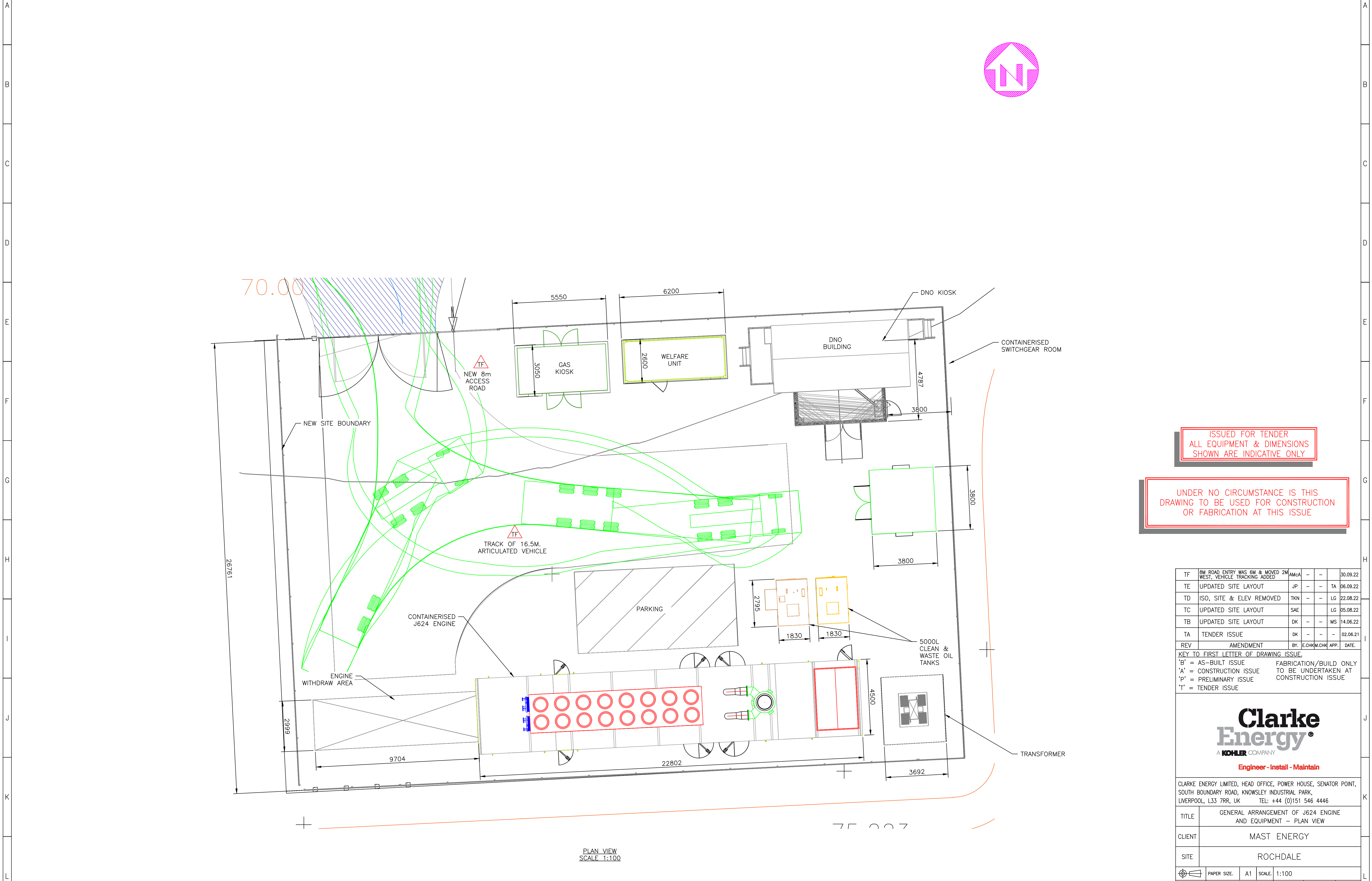
- Sites can be kept safe, clean and easy to move around; and
- Deliveries can be received and handled promptly.

- 6.5 Community consideration has been taken on board when preparing this CTMP by adapting the construction deliveries, activities, programme and working hours to lessen the impact on nearby developments. The developer will aim to work collaboratively with the community, when required, to ensure the level of disturbance and inconvenience is minimised, at all times.
- 6.6 The movement of all construction related vehicles will be monitored by the appointed contractor to ensure that it is carried out in accordance with the details contained within this CTMP and subsequently agreed practices with the local authority.
- 6.7 It is envisaged that correspondence will be undertaken, as necessary, between the site contractor, landlord and the local planning authority throughout the construction period. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.



Appendix A

Site Layout Plans



ISSUED FOR TENDER
ALL EQUIPMENT & DIMENSIONS
SHOWN ARE INDICATIVE ONLY

UNDER NO CIRCUMSTANCE IS THIS
DRAWING TO BE USED FOR CONSTRUCTION
OR FABRICATION AT THIS ISSUE

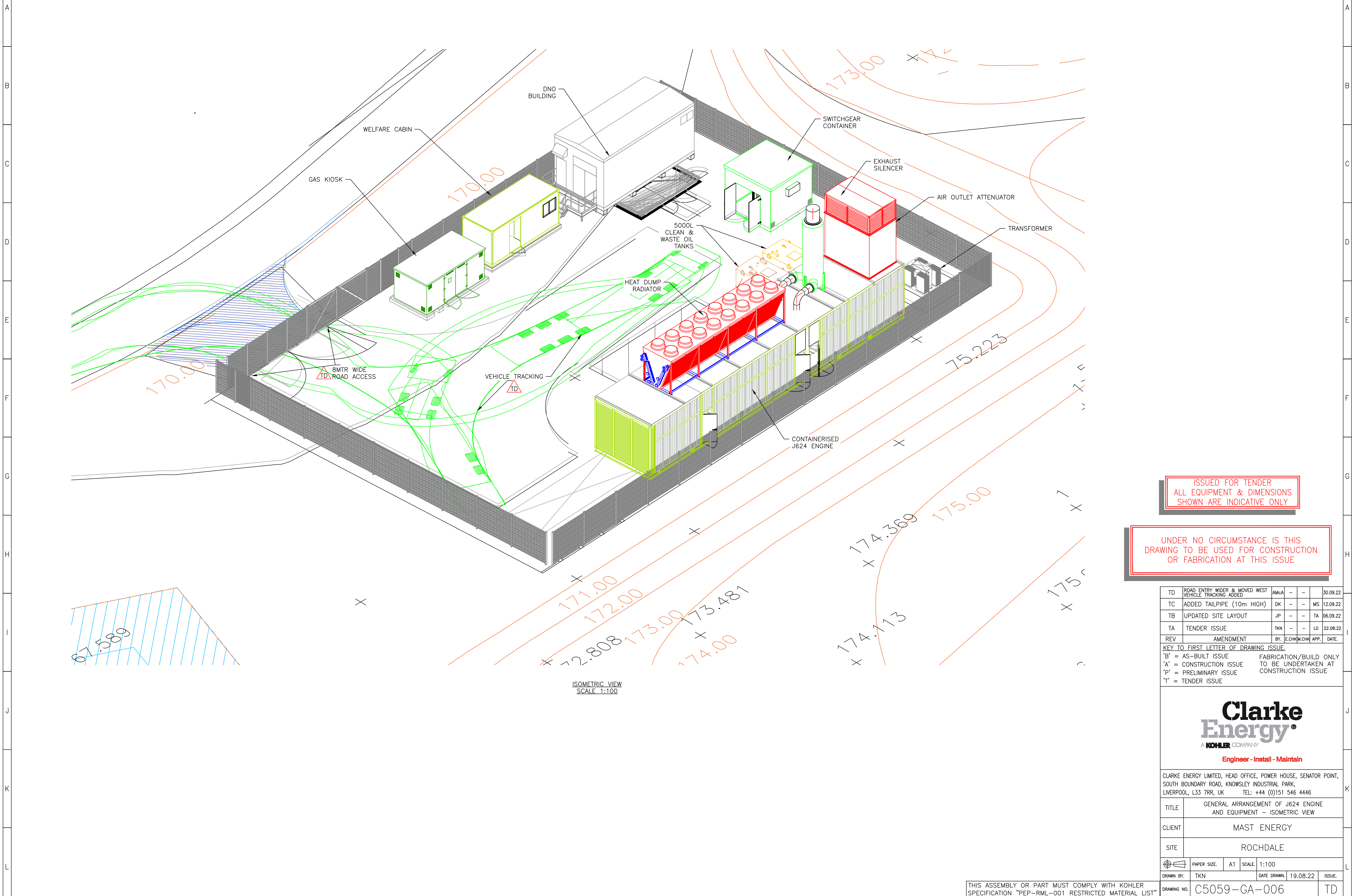
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TD	ISO, SITE & ELEV REMOVED	TKN	-	-	22.08.22
TC	UPDATED SITE LAYOUT	SAE	-	-	05.08.22
TB	UPDATED SITE LAYOUT	DK	-	-	14.06.22
TA	TENDER ISSUE	DK	-	-	02.06.21
REV	AMENDMENT	BY: E.CHKM	CHK: APP.	DATE	
KEY TO FIRST LETTER OF DRAWING ISSUE.					
'B' = AS-BUILT ISSUE			FABRICATION/BUILD ONLY		
'A' = CONSTRUCTION ISSUE			TO BE UNDERTAKEN AT		
'P' = PRELIMINARY ISSUE			CONSTRUCTION ISSUE		
'T' = TENDER ISSUE					

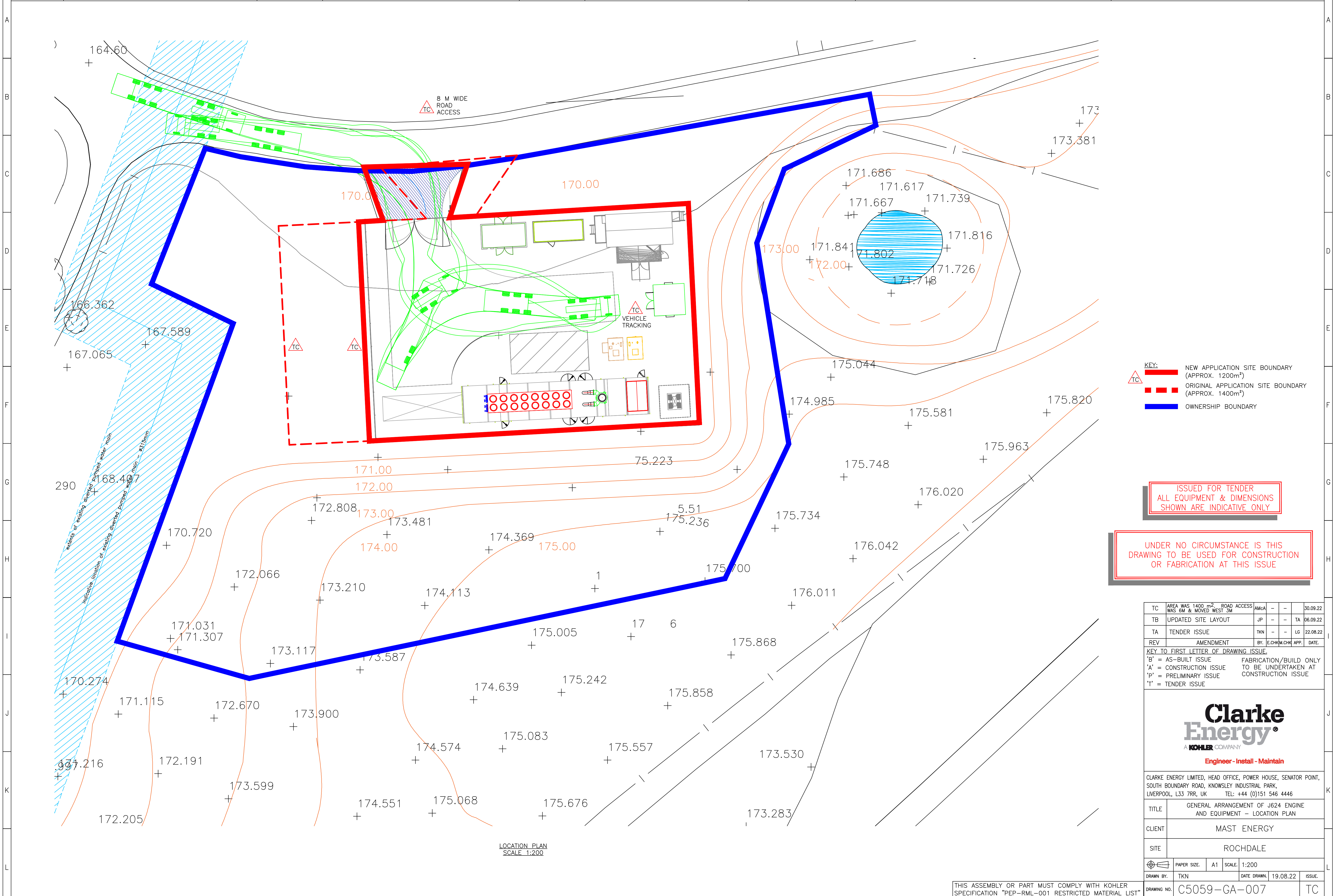
Clarke Energy
A KOHLER COMPANY
Engineer - Install - Maintain

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SOUTH BOUNDARY ROAD, KNOWSLEY INDUSTRIAL PARK,
LIVERPOOL, L33 7RR, UK TEL: +44 (0)151 546 4446

TITLE	GENERAL ARRANGEMENT OF J624 ENGINE AND EQUIPMENT - PLAN VIEW				
CLIENT	MAST ENERGY				
SITE	ROCHDALE				
	PAPER SIZE.	A1	SCALE.	1:100	
DRAWN BY.	DANIEL K		DATE DRAWN.	02.06.21	ISSUE.
DRAWING NO.	C5059-GA-001				TF

THIS ASSEMBLY OR PART MUST COMPLY WITH KOHLER SPECIFICATION "PEP-RML-001 RESTRICTED MATERIAL LIST"





KEY:
NEW APPLICATION SITE BOUNDARY (APPROX. 1200m²)
ORIGINAL APPLICATION SITE BOUNDARY (APPROX. 1400m²)
OWNERSHIP BOUNDARY

ISSUED FOR TENDER
ALL EQUIPMENT & DIMENSIONS
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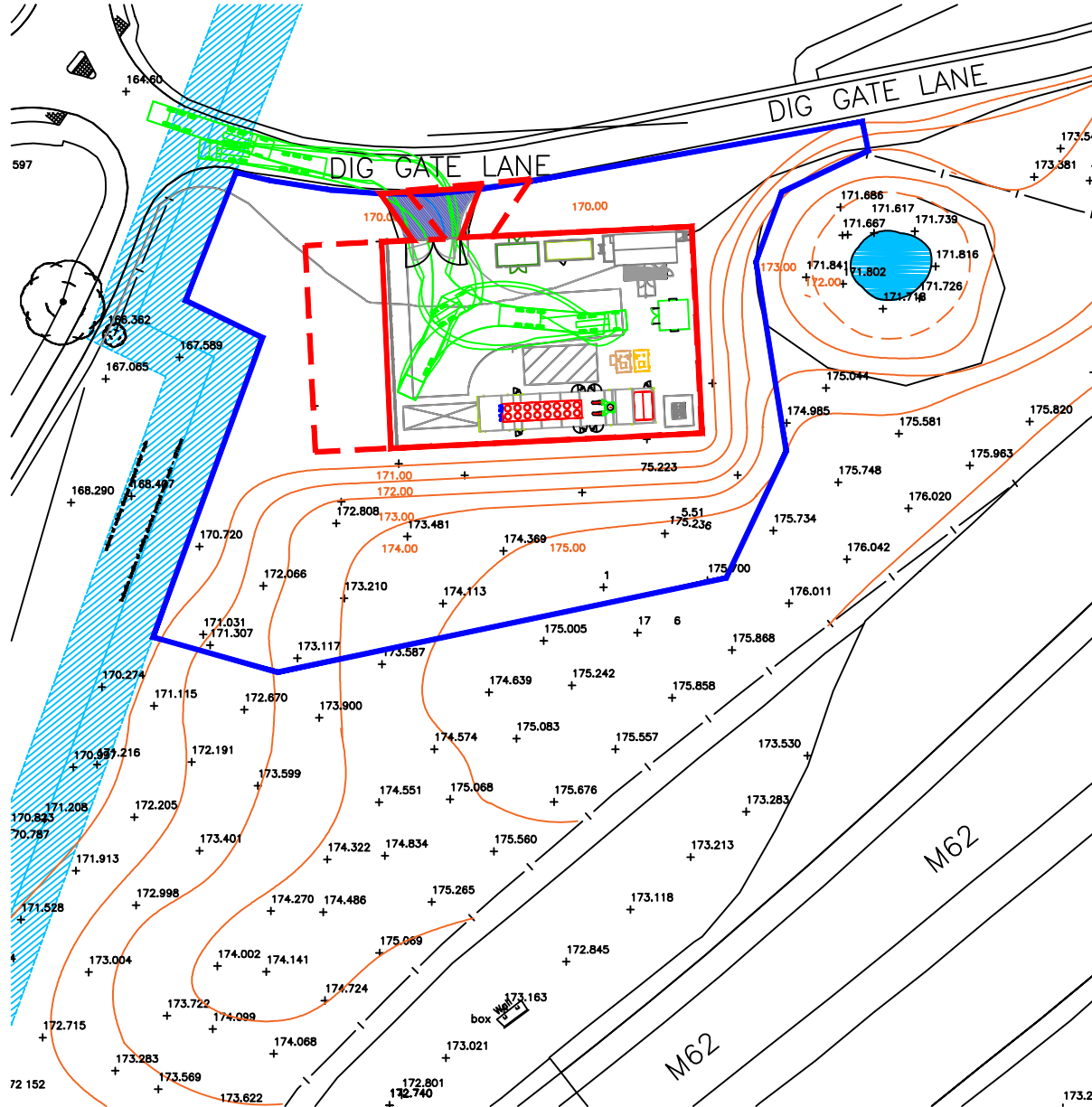
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TA	TENDER ISSUE	TKN	-	-	22.08.22
REV	AMENDMENT	BY: E.CHEN	CHK: CHH	APP: APP.	DATE:
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'A' = CONSTRUCTION ISSUE			TO BE UNDERTAKEN AT		
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TITLE	GENERAL ARRANGEMENT OF J624 ENGINE AND EQUIPMENT - LOCATION PLAN				
CLIENT	MAST ENERGY				
SITE	ROCHDALE				
PAPER SIZE:	A1	SCALE:	1:200		
DRAWN BY:	TKN	DATE DRAWN:	19.08.22	ISSUE:	
DRAWING NO.	C5059-GA-007				TC

THIS ASSEMBLY OR PART MUST COMPLY WITH KOHLER SPECIFICATION "PEP-RML-001 RESTRICTED MATERIAL LIST"



KEY:

	APPLICATION SITE BOUNDARY (APPROX. 1200m ²)
	ORIGINAL APPLICATION SITE BOUNDARY (APPROX. 1400m ²)
	OWNERSHIP BOUNDARY

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TC	UPDATED LAYOUT	AMCA		30.09.2
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TA	TENDER ISSUE	DK	–	LG 23.08.2
REV	AMENDMENT	BY.	CHK.	APP. DATE.

		PAPER SIZE.	A4	SCALE. 1:1250	TITLE GENERAL ARRANGEMENT OF J624 ENGINE AND EQUIPMENT – LOCATION PLAN (ZOOM OUT)					
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'B' = ASBUILT ISSUE					SITE	ROCHDALE				
'A' = CONSTRUCTION ISSUE										
'P' = PRELIMINARY ISSUE										
'T' = TENDER ISSUE					DRAWN BY.	DANIEL K	DATE DRAWN.	23.08.22	ISSUE.	
FABRICATION/BUILD ONLY TO BE UNDER TAKEN AT CONSTRUCTION ISSUE					DRAWING NO.	C5059–GA–008				TC



Appendix B

PROW Condition Survey

P1962_20220819_Dig Gate Lane, Rochdale– Pre-commencement Photographic Condition Survey of PRow

1. Southwest corner of the site



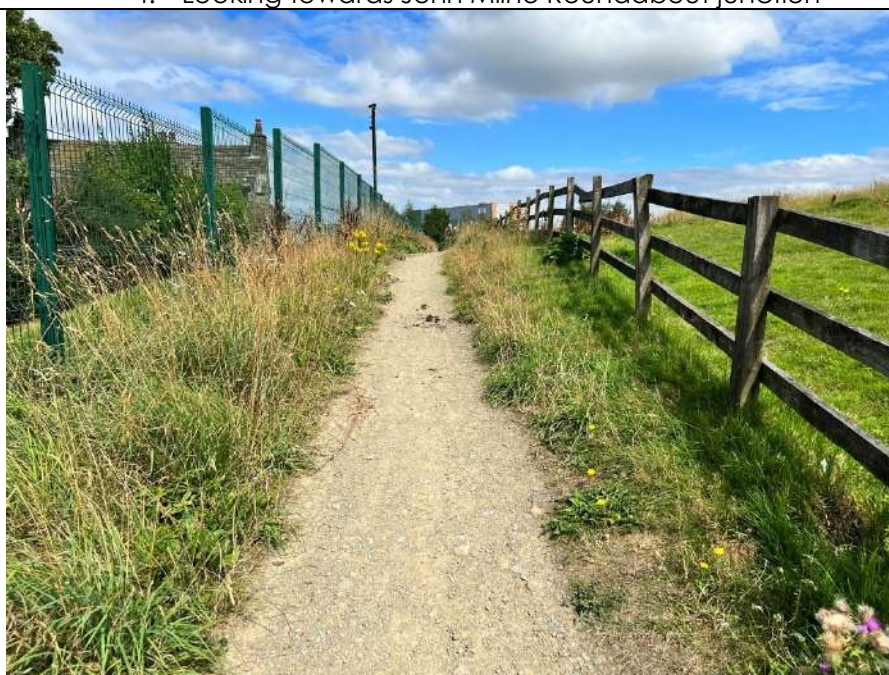
2. Close up of surfacing in above picture



3. Southwest corner of site



4. Looking towards John Milne Roundabout junction



5. Existing feature to limit access to PTW



6. Approach to PRow emerging adjacent roundabout



7. Looking back to where PRow emerges onto access road. Surfacing has spilled onto the carriageway



8. Towards PRow continuation to north of site



9. Looking back towards John Milne Roundabout



10. Entrance to PRow to north of the site.

