



Rochdale & Littleborough FRMS Phase 1B - Littleborough

**Discharge of Condition 4: Construction Traffic Management
Plan**

TBC-VSL-00-ZZ-RP-W-0001 Rev A

May 2023

We are the Environment Agency. We protect and improve the environment and make it a better place for people and wildlife.

We operate at the place where environmental change has its greatest impact on people's lives. We reduce the risks to people and properties from flooding; make sure there is enough water for people and wildlife; protect and improve air, land and water quality and apply the environmental standards within which industry can operate.

Acting to reduce climate change and helping people and wildlife adapt to its consequences are at the heart of all that we do.

We cannot do this alone. We work closely with a wide range of partners including government, business, local authorities, other agencies, civil society groups and the communities we serve.

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Quality Assurance

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Name	Signature	Title	Date	Version

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1.0 Introduction

1.1 Planning consent

1.1.1 On 14 July 2022 Rochdale Metropolitan Borough Council (RMBC) granted planning consent for Phase 1B of the Rochdale & Littleborough Flood Relief Management Scheme (FRMS) under planning reference 22/00485/FUL.

1.1.2 A number of planning conditions were attached to the consent, including condition 4 which reads:

No construction works shall take place at the Gale Site until a detailed Construction Traffic Management Plan (CTMP) to include the following has been submitted to, and approved in writing by the Local Planning Authority:

- *On-site construction vehicle parking and manoeuvring;*
- *Staff parking arrangements and details of supporting staff /operative travel management initiatives, including encouraging staff travel outside of the traditional AM & PM 'rush hour' periods;*
- *Off-site construction HGV routing for each delivery phase;*
- *Driver incentive / disciplinary procedures to ensure suitable HGV routing;*
- *Construction HGV haulage route signage strategy;*
- *Construction vehicle cleansing procedures and details of load sheeting / covered load policy;*
- *Management and procedures for access by abnormal loads;*
- *Programmed duration and timing of short-term material import / export HGV campaigns; and*
- *Programmed temporary road closure / temporary traffic management works and details of supporting information campaigns as relevant.*

The approved CTMP shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved CTMP during the construction period.

Reason: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase in accordance with Policies DM1, T2, G8 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

1.1.3 This document is submitted in discharge of Condition 4.

1.2 Phase 1b Location Plan

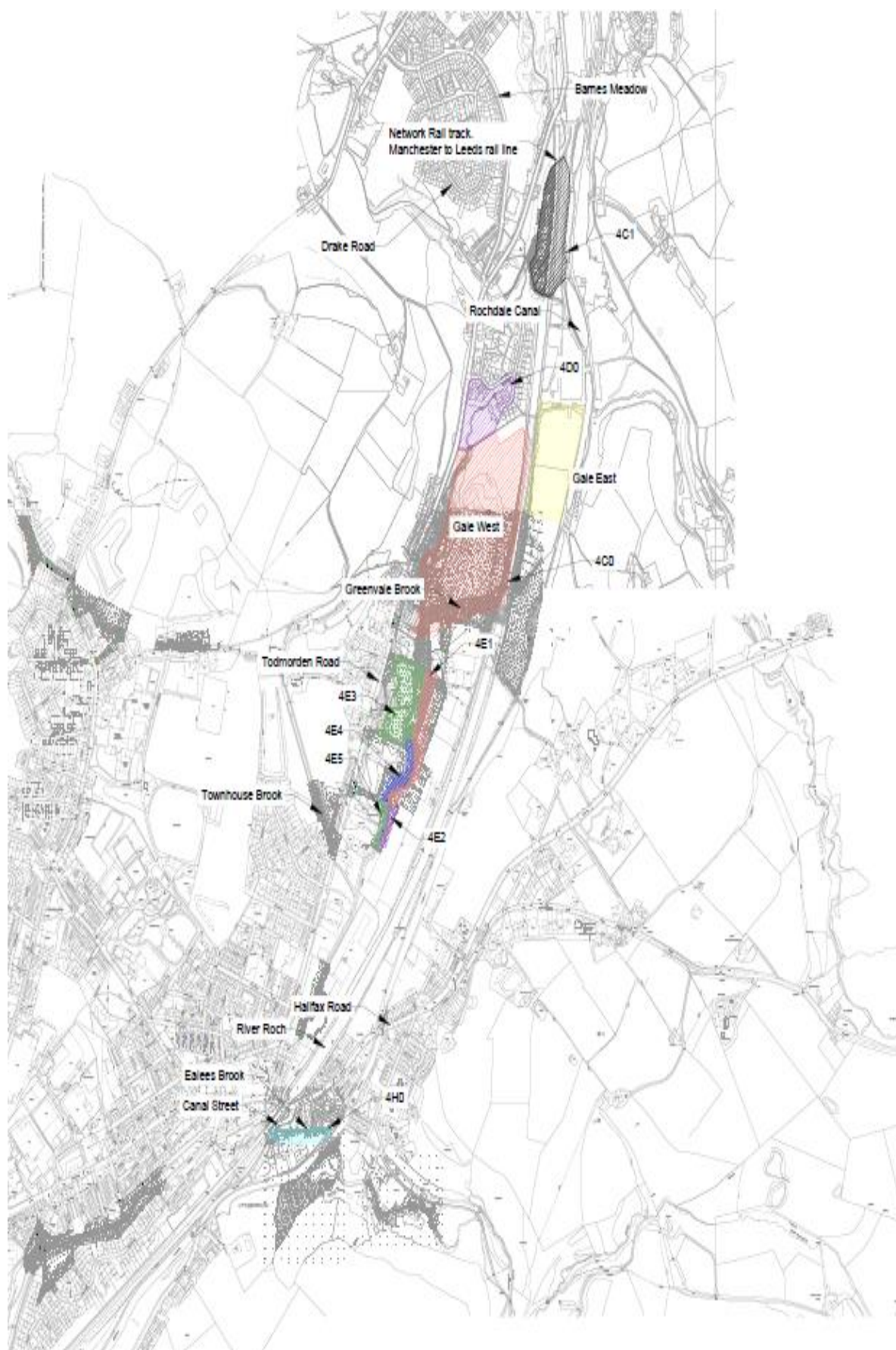


Figure 1: Littleborough Phase 1b: Scheme Overview

1.2.1 The purpose of the proposed scheme is to increase the standard of protection for Littleborough against flooding from the Rivers Roch, Greenvale Brook and Town House Brook. The proposed development consists of a large, raised reservoir at Gale, linear defences at Greenvale Business Park, Centre Vale, Grove Lodge, Ealees Brook and Reddyshore Brow.

Planning Application 1b consists of the following work elements;

Gale Storage Reservoirs (East & West)	▪ Raised reservoir with earth embankments (Gale West and Gale East) with outflow controlled by an orifice structure. River Roch and Greenvale Brook diverted with infilling of former channels. ▪ New maintenance access from Todmorden Road. ▪ Partial permanent diversion of Public Rights of Way.
Reddyshore Brow	▪ Scour protection to bridge abutments
Centre Vale	▪ Linear defence along right bank.
Greenvale Business Park	▪ Flood defence walls and embankments along both banks of river.
Grove Lodge	▪ Demolish & replace footbridge. Bank raising to protect rail line. ▪ (Potential for) minor permanent diversion of Public Right of Way.
Ealees Brook	▪ New retaining wall/sheet piled wall approximately 50 M linear length.

Table 1: Works associated with planning application 1b.

1.3 Report Purpose

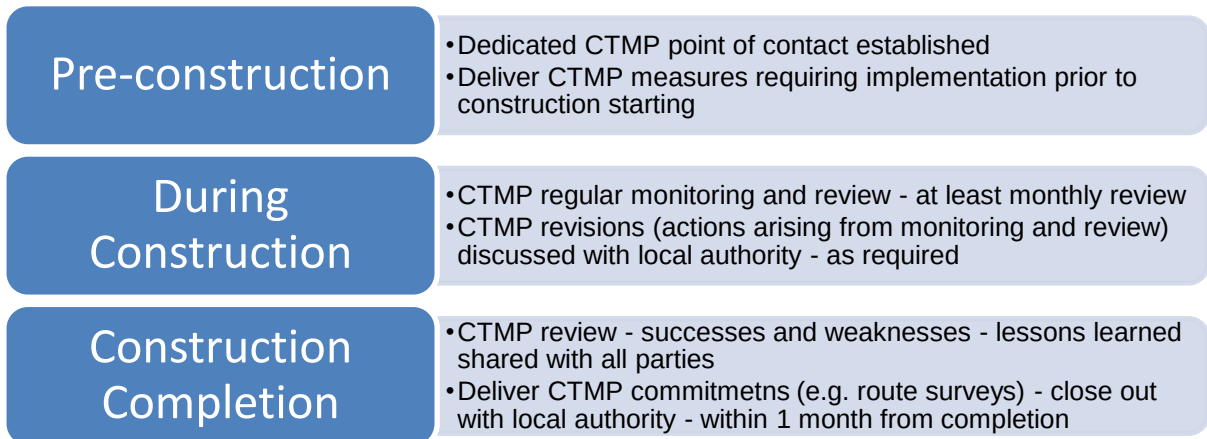
This CTMP seeks to present a framework of proposed measures which will appropriately manage the impacts of the traffic impact arising during the construction phase of the proposed scheme. The CTMP will comply with the works information issued to VS from EA and RBC. VS will ensure that the implementation of initiatives will be used to deliver the objectives.

The logistical outcome of the construction stage will be dependent upon the contractor, the suppliers and the working programme and as such this CTMP provides high-level proposals that will require further refinement upon greater detail being available regarding the construction stage. In all instances, the construction stage will adhere to the guiding principles of this CTMP.

1.4 Objectives

This CTMP has been developed in order to manage the impact of construction-based traffic during the construction stage of the scheme. This CTMP has been prepared by VS (in providing the construction detail).

Monitoring and Review Strategy



2.0 On-Site Construction Vehicles

2.1 Parking

With regard to on-site parking, the following working practices will be enforced:

- On-site parking will be kept to a minimum in order to ensure an uncongested working environment and to ensure adequate space is provided for construction vehicles to manoeuvre safely; Car Parking will be kept separate to the construction areas of the site.

2.2 Manoeuvring

2.2.1 On-site Turning

VolkerStevin will clearly identify all access/egress points into site and site address will install clear and precise signage. All on site delivery vehicles will require supervision when turning and a tonal warning alarm system must be implemented when reversing.

All vehicles parking on site will park in “reverse only” bays (except where a vehicle can drive forwards in an intermediate bay) in this way reversing is minimised.

A one-way system will be utilised on site to reduce the need for vehicles to reverse, where reversing is required on site then the Banksman will be present to guide the vehicle

2.2.2 Loading and Unloading

Appropriate mechanisms will be implemented to ensure the safe loading and unloading of materials. The supervising of the safe loading / unloading of plant and materials will be the responsibility of the on-site banksman in conjunction with the General Foreman.

A specific Unloading risk assessment shall be produced and briefed to all persons involved in unloading from delivery wagons. This shall be briefed to all persons involved in unloading of deliveries.

As part of the procurement process, deliveries will be specified to come to site as packaged in such a way that they can be off loaded with a forklift device or truck mounted crane (self-off load).

Where access is required to the flat bed on a delivery wagon, safety rails shall be required to be placed as edge protection. Where no edge protection can be offered, a specific risk assessment would have to be produced or alternatively if a safe system is not available the goods turned away.

3.0 Staff Parking

3.1 Staff parking arrangements

- 3.1.1 All vehicles parking on site will park in “reverse only” bays (except where a vehicle can drive forwards in an intermediate bay) in this way reversing is minimised.
- 3.1.2 Staff travelling to site will be encouraged where possible to car share.
- 3.1.3 Where the workload is at a peak the main compound at Gale West will become a compound where staff can leave their vehicles. A minibus will be provided to get the workforce top other working areas to minimise disruption when visitors come to site and where vehicle movements are particular sensitive.



Figure 2 - Gale West Site Compound

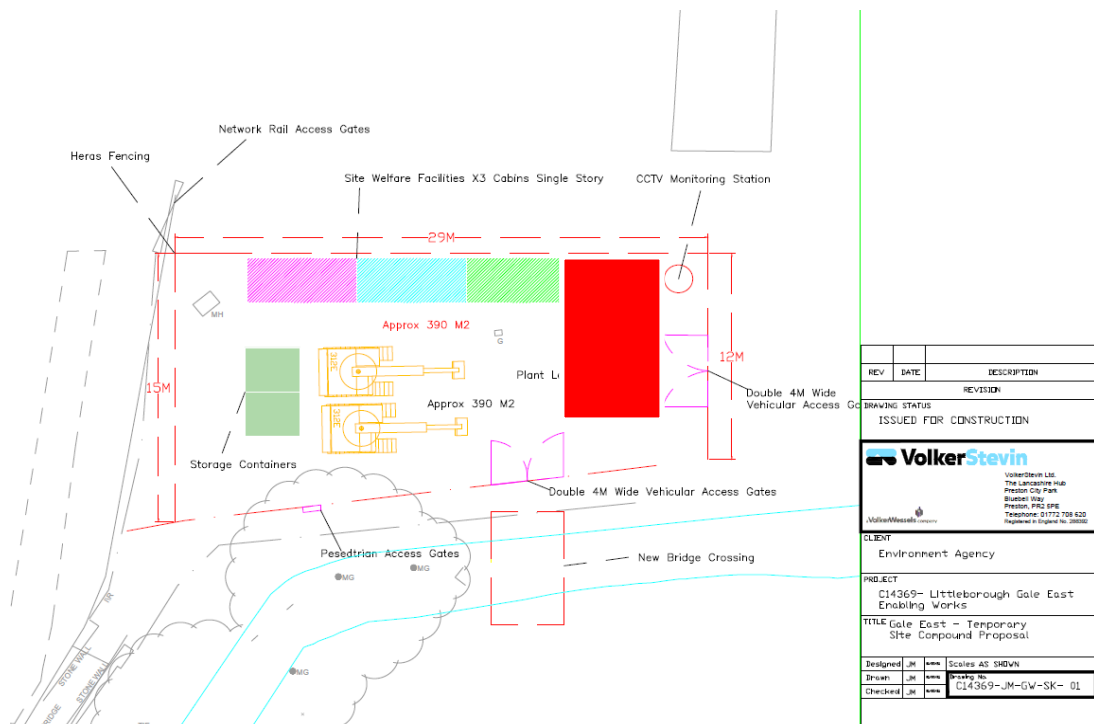


Figure 3 - Gale East Site Compound – Staff Parking Arrangements Highlighted In Red

3.2 Travel management initiatives

3.2.1 Staff travelling to site will be encouraged where possible to car share.

3.2.2 Construction workers will be encouraged to access the site via public transport.

3.2.3 Combined, the above measures will minimise the impact from construction worker traffic on the local road network and will aim to ensure that there is no significant detrimental impact on surrounding roads from construction workers parking their vehicles.

4.0 HGV Routing

4.1 Access Routes

The main proposed access route to the construction area from the wider road network would be as follows:

All HGVs would travel via Rochdale, exiting the M62 at Junction 20 and joining the A58 Manchester Road via the A627/A664; and

All LGVs would access Littleborough from the north, and travel via Hebden Bridge along the A646 to reach the A6033 Todmorden Road and adjoining construction areas or from the south via A58 Manchester/Halifax Rd.

Pre-booking – VolkerStevin will manage the procurement process to aim that all construction traffic arrivals will have to pre-book their arrival and be allocated an appropriated delivery slot in order to ensure the internal vehicular capacity of the development site (and that of surrounding highway network) is not exceeded. These slots will be focussed on the off-peak periods of the surrounding network.

Gale West/Gale East Access Route



Figure 4: Gale West Temporary Access

Gale West - A new 1:12 access ramp has been constructed off Todmorden Road into the Gale West site. These works were completed under phase 1a enabling works. The ramp has been designed and located to allow the works to be delivered without moving the access/egress during construction of the new reservoirs.

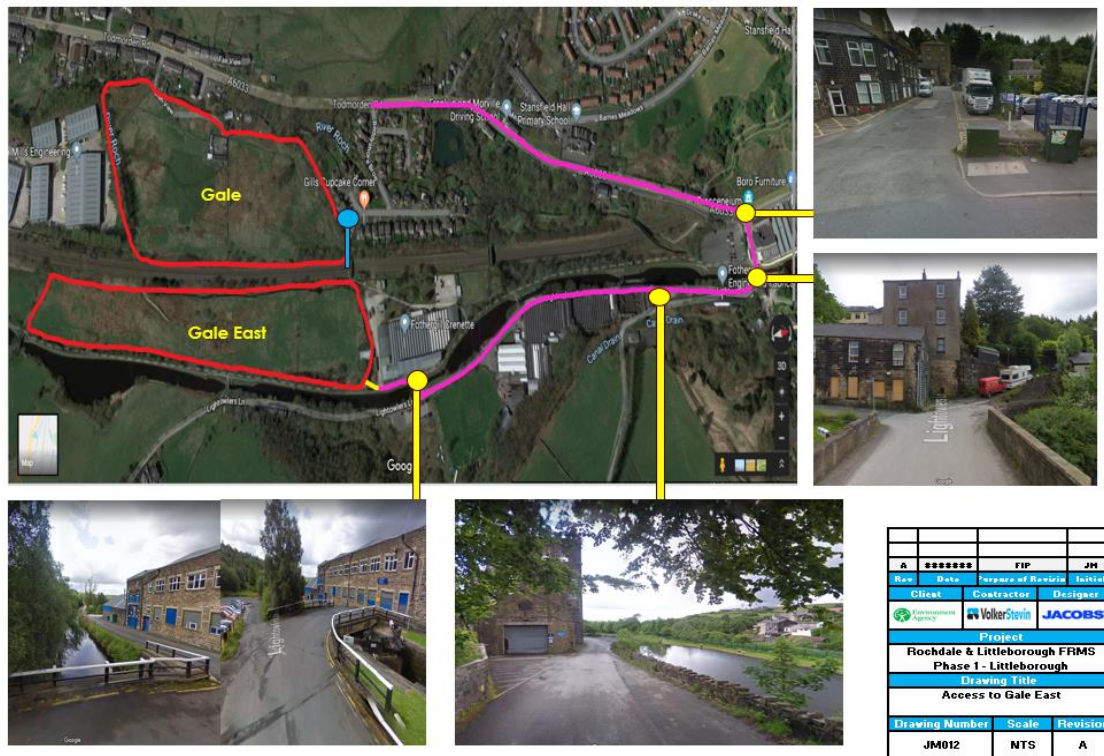


Figure 5: Gale East Temporary Access

Gale West/Gale East Access Route

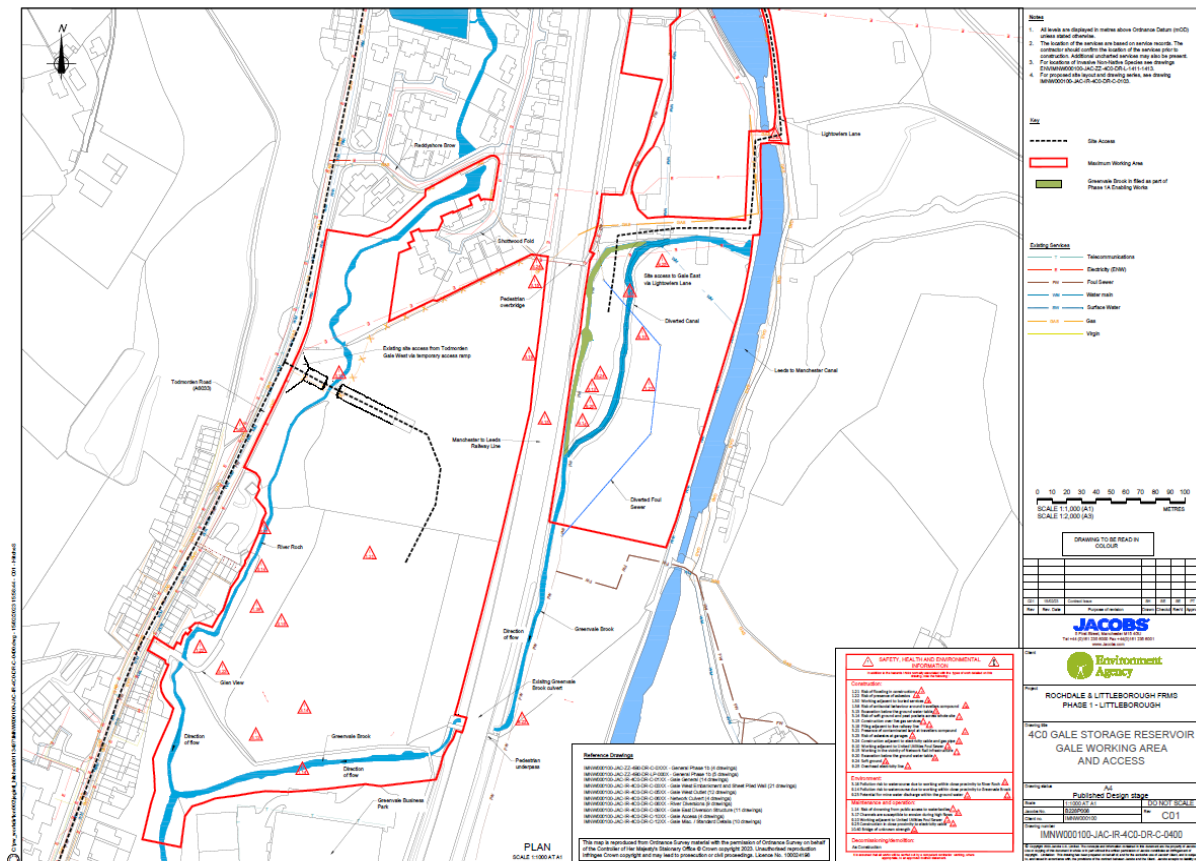


Figure 6: Gale West Access Route

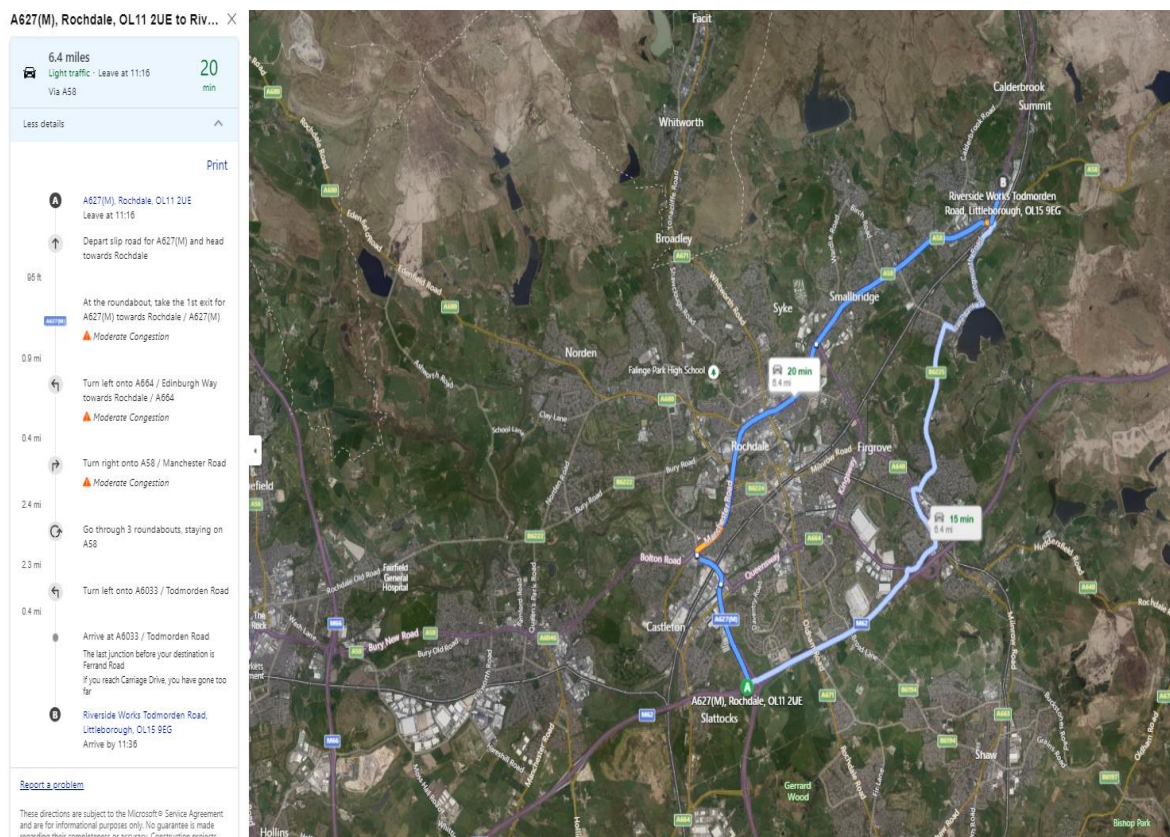


Figure 7: Gale West Route Map

Reddyshore Brow HGV Access

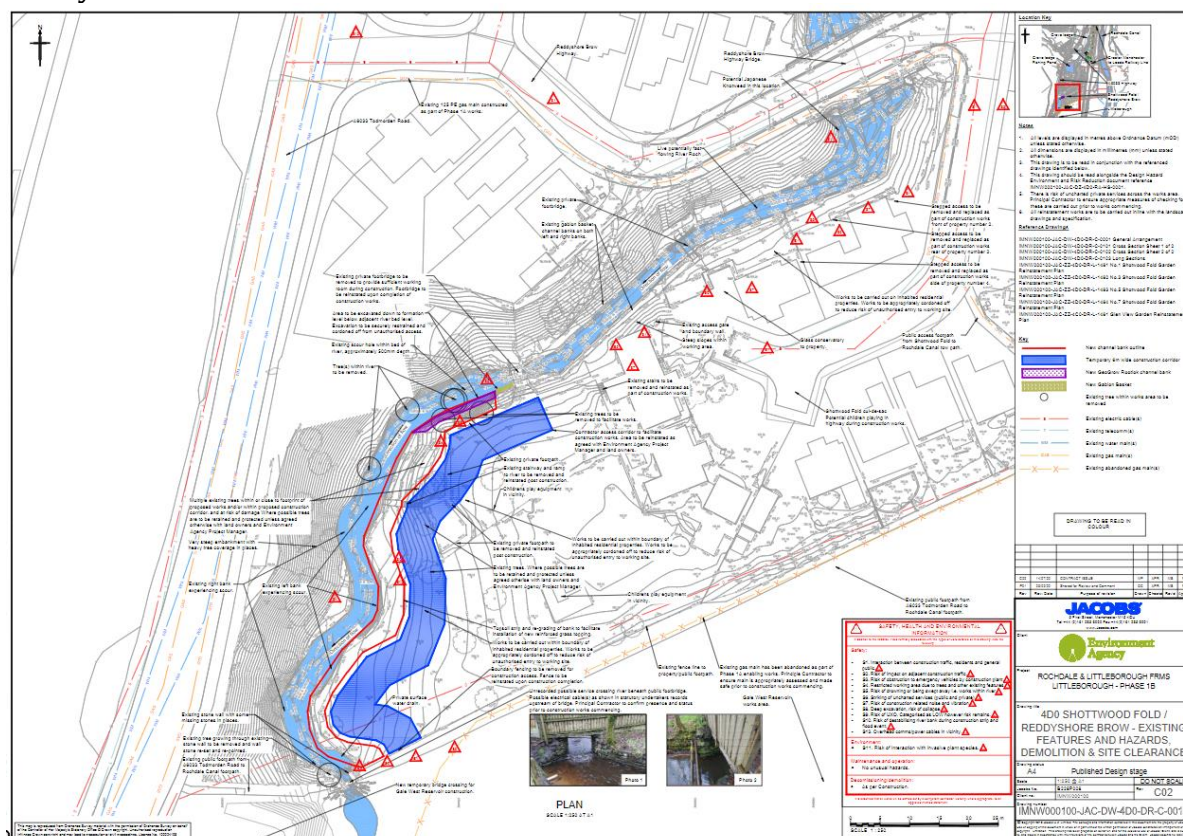


Figure 8: Reddyshore Brow Access

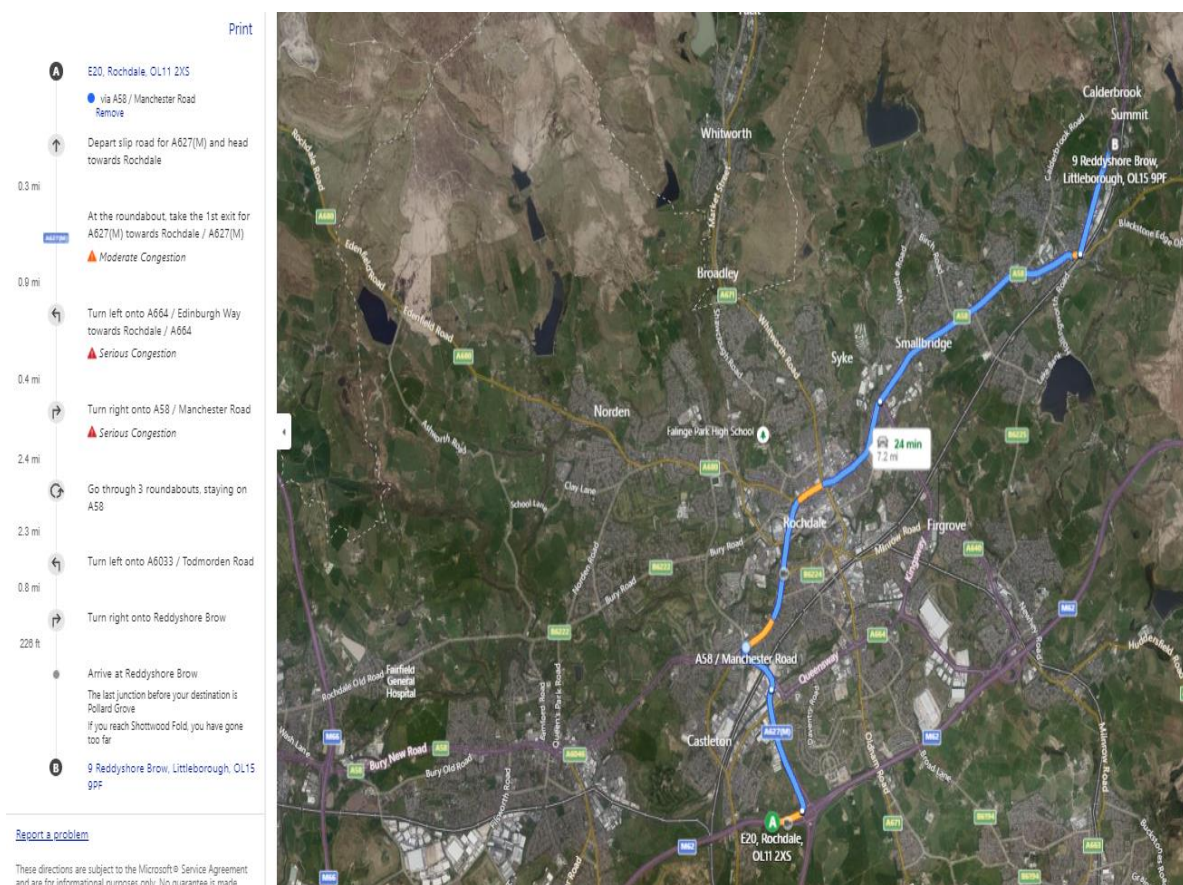


Figure 9: Reddyshore Brow Route Map

Ealess Brook HGV Access

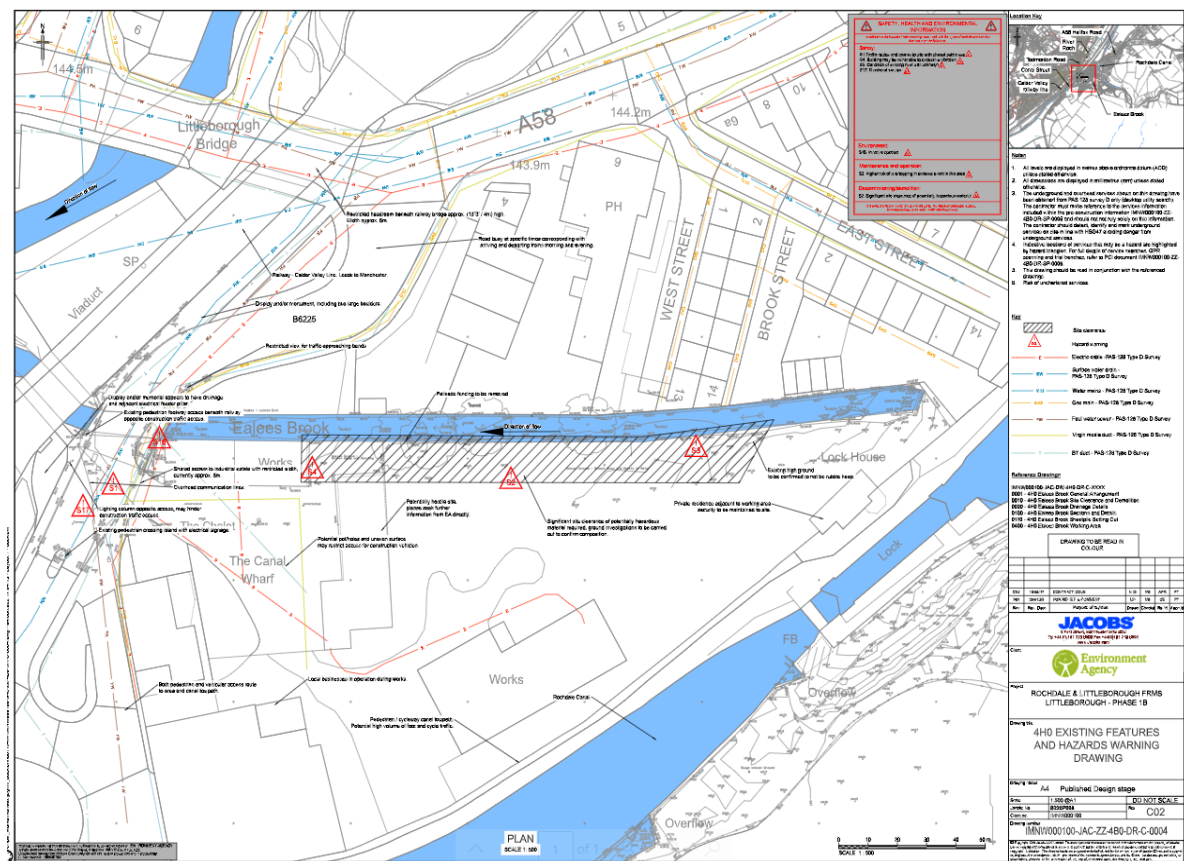


Figure 10: Ealess Access

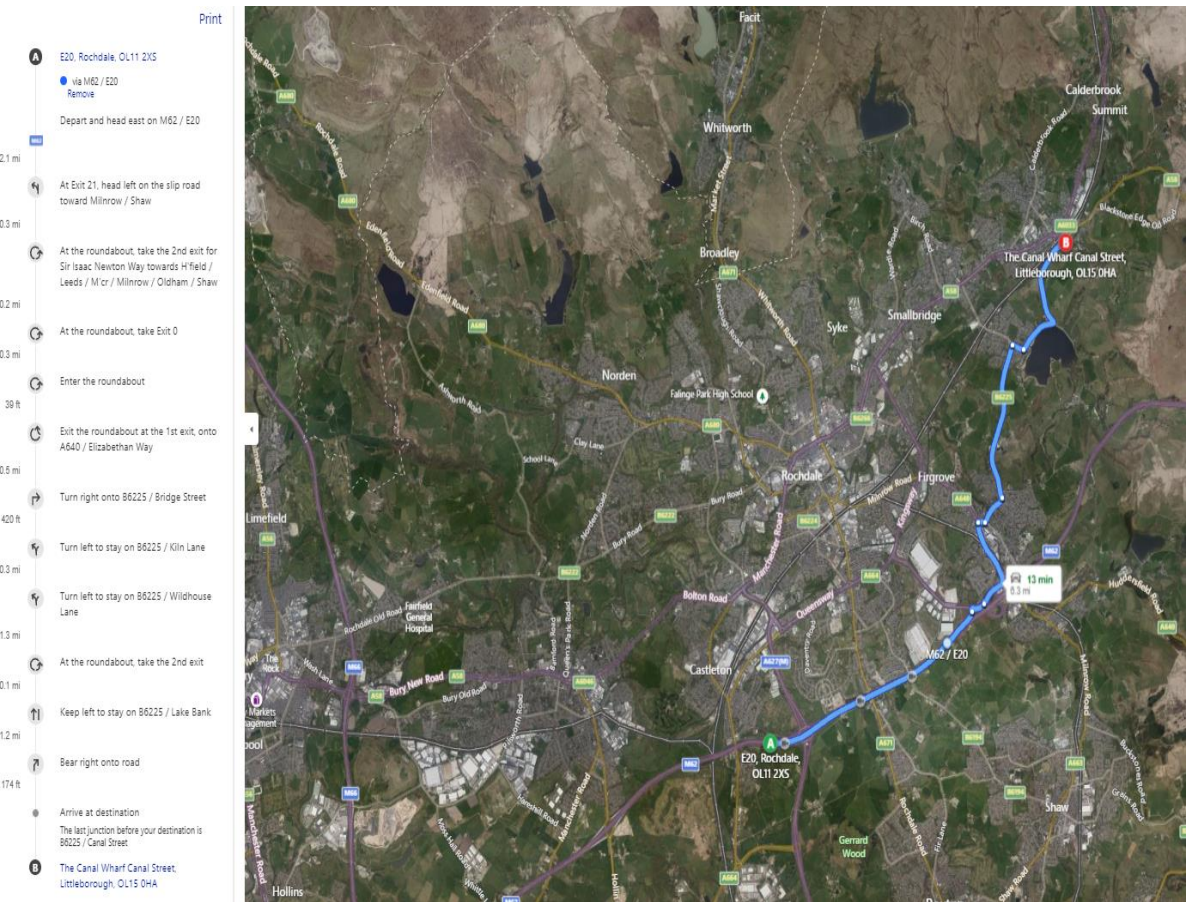


Figure 11: Ealess Route Map

[illegible]

A627(M), Rochdale, OL11 2UE to 1 CENTRE VALE, Littleborough, OL15 9EL

6.5 miles
Light traffic - Leave at 11:17
Via A58
20 min

[Less details](#)

[Print](#)

- A627(M), Rochdale, OL11 2UE**
Leave at 11:17
Depart slip road for A627(M) and head towards Rochdale
At the roundabout, take the 1st exit for A627(M) towards Rochdale / A627(M)
▲ Moderate Congestion
- Turn left onto A654 / Edinburgh Way towards Rochdale / A654
▲ Moderate Congestion
- Turn right onto A58 / Manchester Road
▲ Moderate Congestion
- Go through 3 roundabouts, staying on A58
- Turn left onto A6033 / Todmorden Road
Arrive at A6033 / Todmorden Road on the right
The last junction before your destination is Ferrand Road
If you reach Carriage Drive you have gone too far
- 1 CENTRE VALE, Littleborough, OL15 9EL**
Arrive by 11:37

[Report a problem](#)

Rochdale & Littleborough FRMS Ph1B - Littleborough – Condition 4

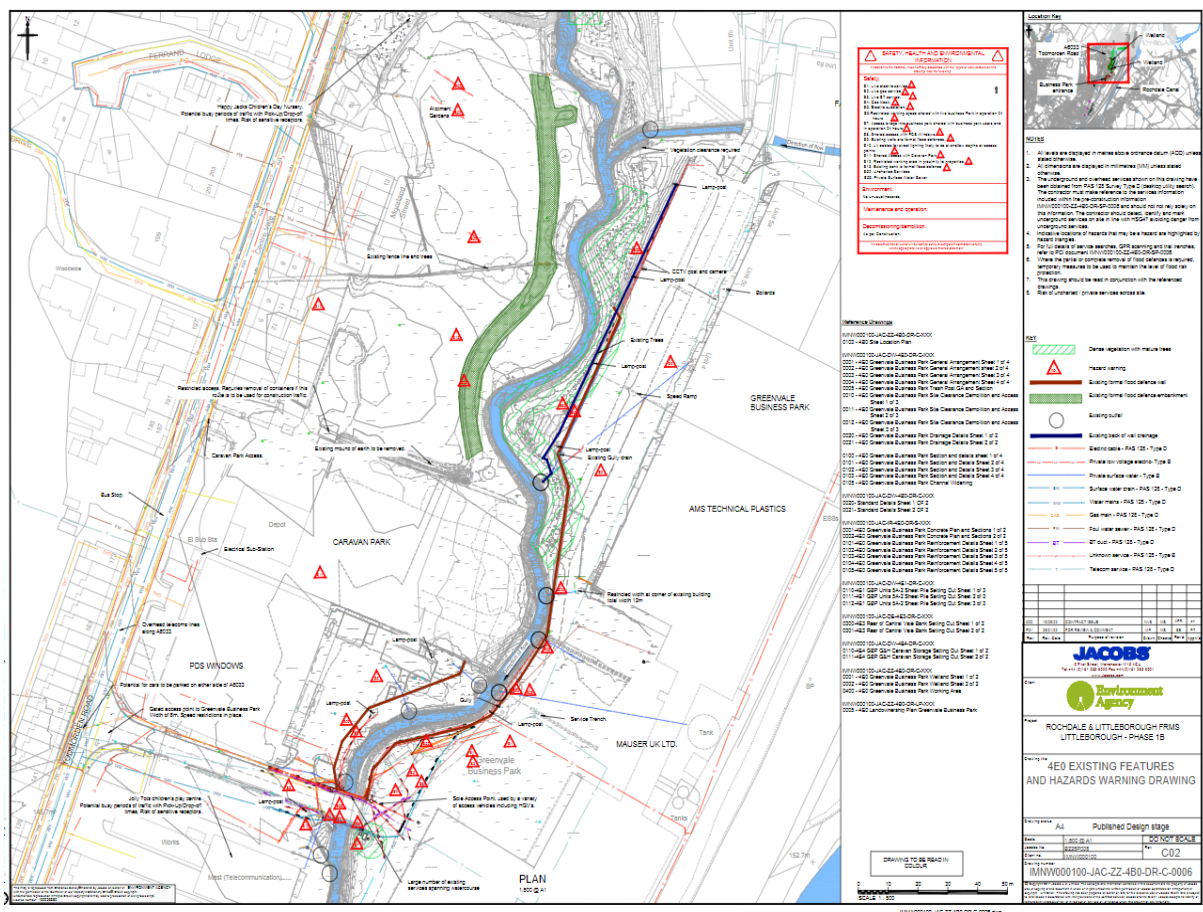
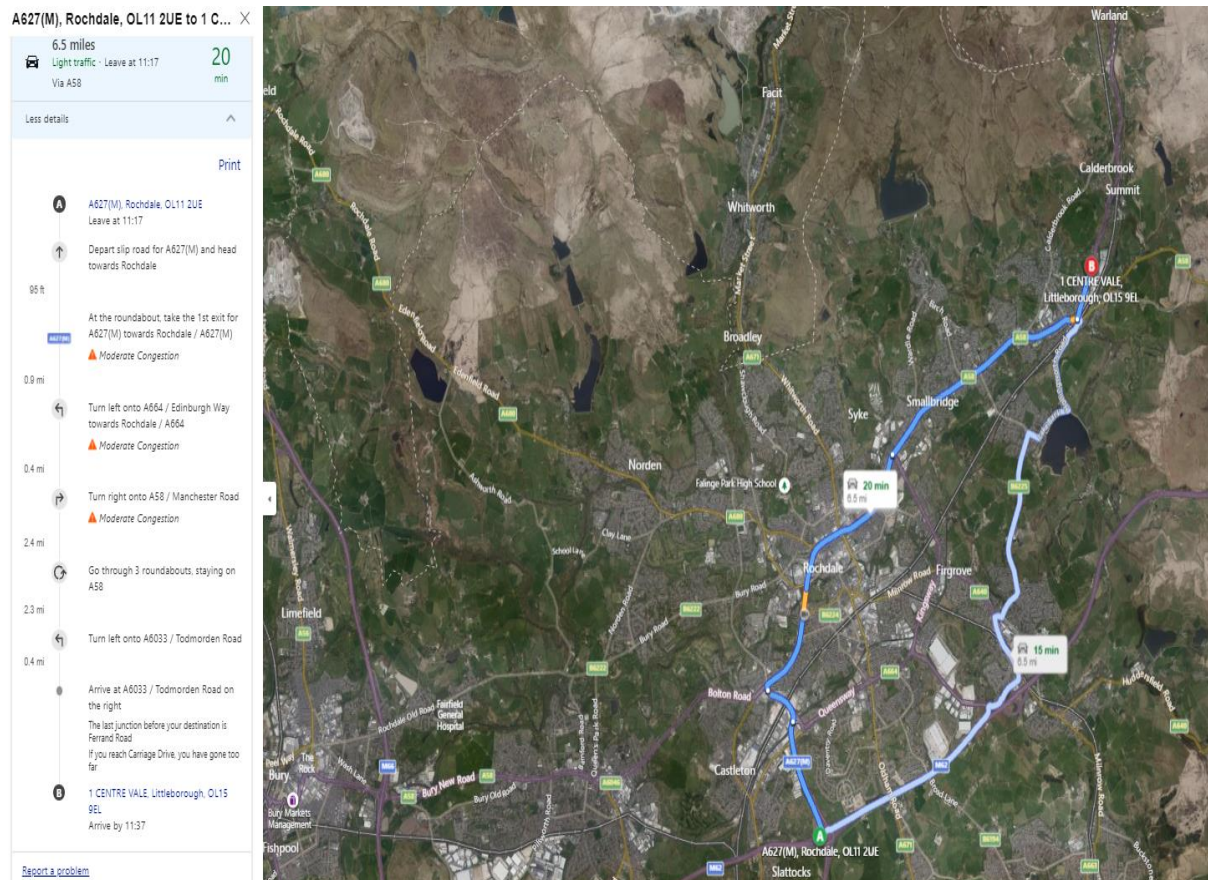
Figure 14: GVB_P Access

Figure 15: GVBP Route Map

Grove Lodge HGV Access

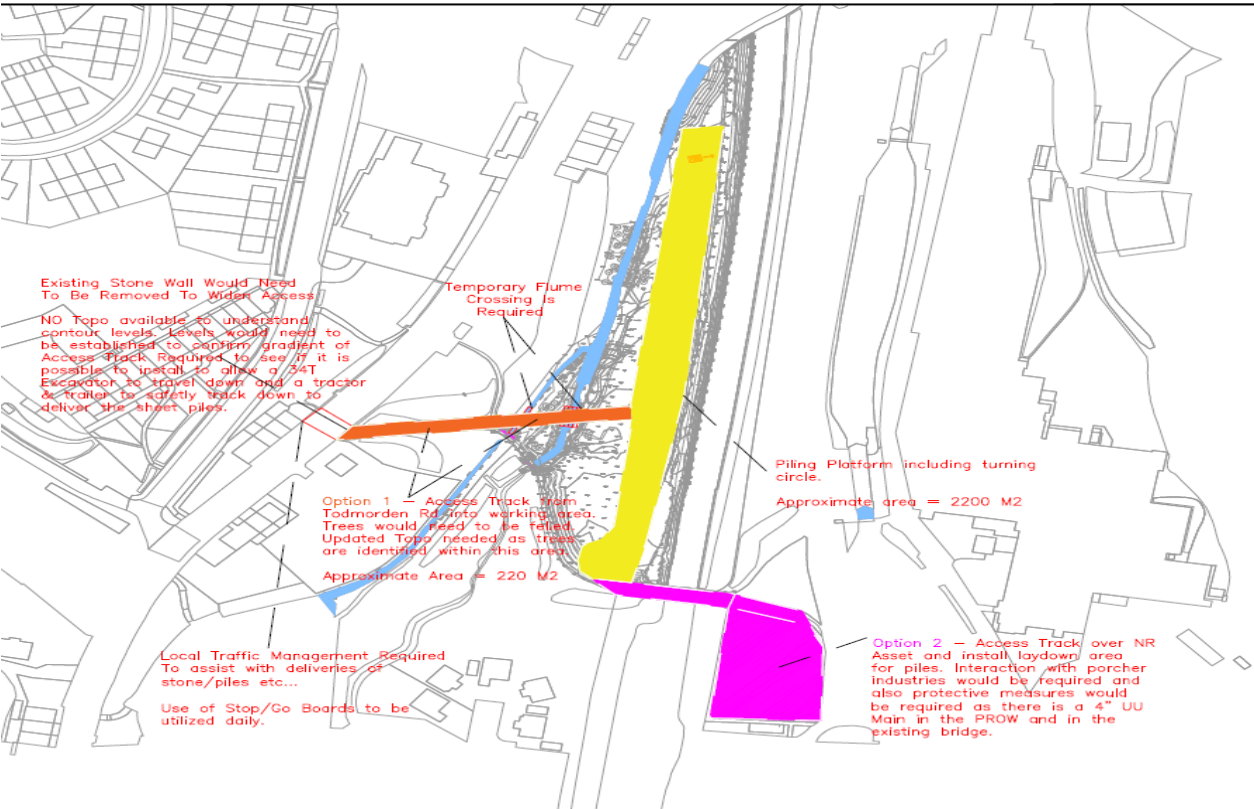


Figure 16: Grove Lodge Access

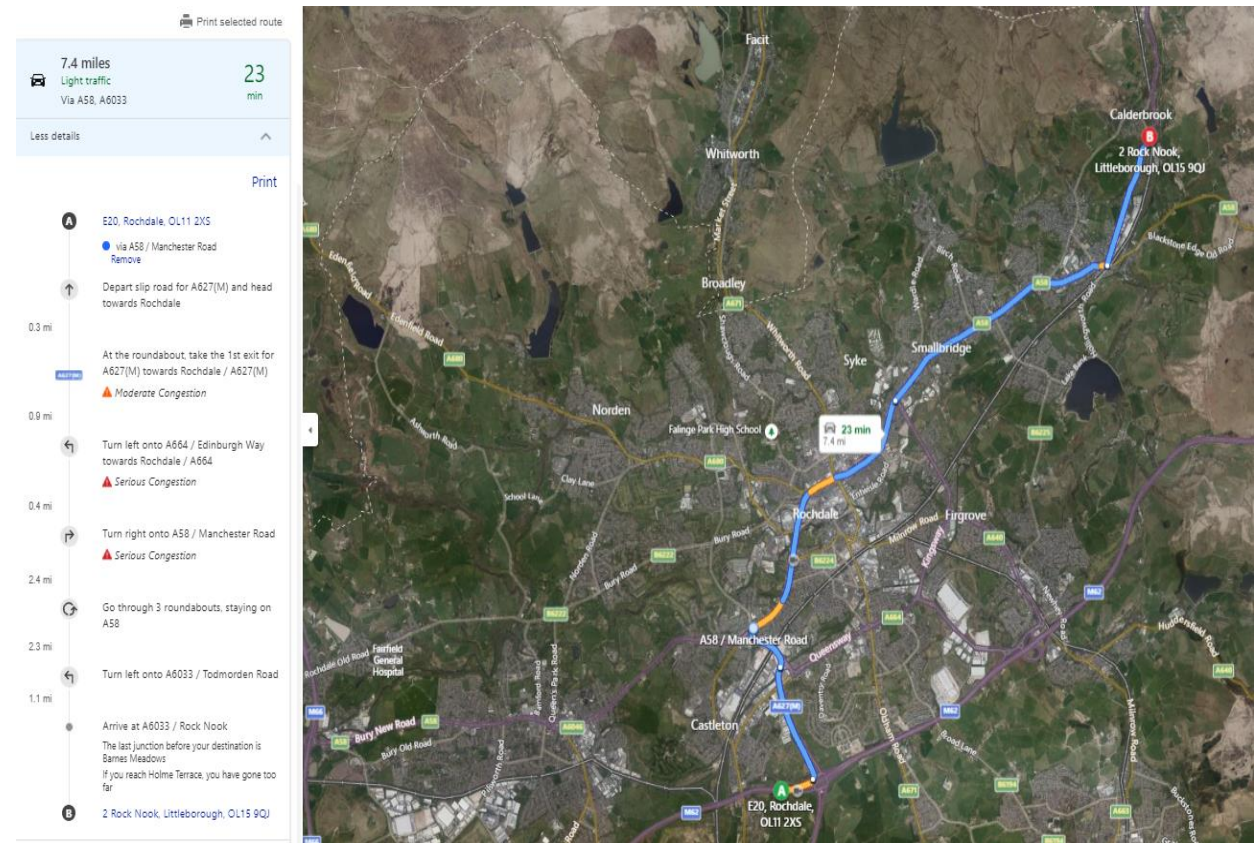


Figure 17: Grove Lodge Route Map

5.0 Driver management

5.1 Driver incentives

The procurement process will demonstrate an awareness of all vehicle activity associated with the site, its impacts and appropriate measures to reduce it. The strategy will demonstrate a commitment to safer, more efficient and more environmentally friendly processes

All contractors chosen sub-contractors and suppliers shall receive a copy of the CTMP along with a summary of what is expected regarding Traffic Management. The site induction shall also cover the important aspects of the traffic management plan.

5.2 Driver disciplinary procedures

To ensure the intentions of this CTMP are adhered to by all parties, compliance with the proposed measures will form a contractual agreement with all site contractors with whom the responsibility of adherence will lie.

Failure to comply with the site rules and regulations drivers will be asked not to return to site and will be reported back to their organisation.

If a Driver is found to breach these instructions, then a non-conformance report will be issued to the supplier through the VS Procurement department.

If deliveries do NOT follow the instructions as per the order then the supplier is contacted in writing and an alternative supplier/driver will be utilised. A site induction card is given to the driver to explain all risks and site-specific information in which he/she MUST identify once arrival on-site occurs.

Failure to follow the site rules results in instant dismissal and a ban from site.

6.0 HGV Route Signage Strategy

6.1 Strategy

Consultation and agreement will be made with highways to determine where directional finger boards can be erected along the routes identified in the Traffic Management Plan and will be checked on a daily basis throughout the duration of the scheme, these will be replaced if required.

An image of the fingerboard can be identified below. There are three types of fingerboards that can be utilised. Figure 9 identifies an approximate location plan identifying possible locations to install signage to assist with planned deliveries.

These Directions will be attached the delivery Documents and the instruction will also be given not to follow the route instructed by a “Sat Nav” system. If a Driver is found to breach these instructions, then a non-conformance report will be issued to the supplier through the VS Procurement department.

An image of the fingerboard can be identified below. There are three types of fingerboards that can be utilised.

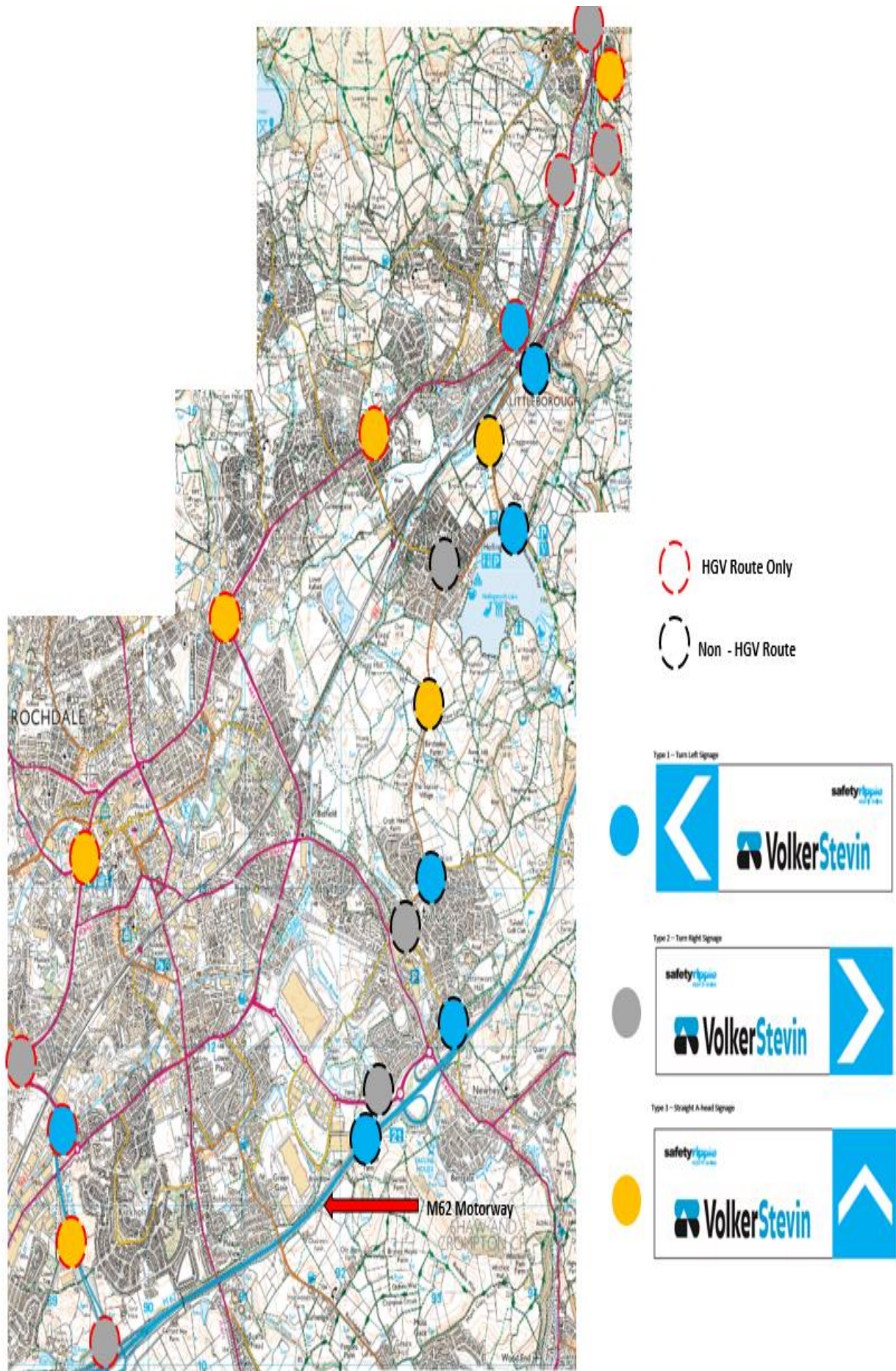


Figure 18 – Fingerboard’s Signage Location Drawing

6.2 Pre-Condition Survey

The condition of the access routes to the site will be preserved in order to ensure that they are left in the same conditions as before construction of the proposed scheme commenced. Road condition surveys will be undertaken prior to commencing construction and regular monitoring will take place throughout the construction period. This regular monitoring will ensure that the condition of the roads will be preserved and any negative impact on road conditions is addressed at the earliest opportunity.

7.0 Construction Vehicles

7.1 Cleansing procedures

In order to avoid the detrimental consequences of wet wheel washes (which can cause vehicles to deposit material on the highway, after they have left the site, for a significant distance, and can cause hazard to the wider road network in freezing conditions), it is proposed that dry cleaning methods are used.

The following cleaning mechanism is therefore proposed:

- Construction vehicles entering the wider network, will be cleaned prior to exiting the site – these facilities will be sited at the entrance to the site;
- The existing site promenade walkway will be constructed into a haul road. A stone access road will also be provided through the site..
- The surfaced main access track and the stone access road will reduce the amount of debris collected on wheels by vehicles accessing/leaving the site;
- Additional cleaning facilities (sweeping brush etc...) will be provided as a further measure to enable any debris to be cleared from the site and its immediate surrounds; and
- Dust, which can be a particular issue in long periods of dry weather, will be minimised through regular damping down of site roads in combination with the methods identified above.

7.2 Covered load policy

7.2.1 VolkerStevin 's procurement department ensure that in any orders raised with plant and materials is under the guidance of the department of transport code of practise. It is the vehicle operator's responsibility to provide suitable vehicles and securing equipment for each load carried and to ensure that drivers and loading staff are competent and have received sufficient instruction in its use. Loads will be covered if transporting aggregates to site or any material that can tip into the carriageway.

7.2.2 It is the driver's duty to check and ensure that the load is adequately secured at all times, not just at the start of the journey. This is especially true after a violent manoeuvre such as heavy braking or swerving.

- 7.2.3 It should be noted that with certain bed materials such as aluminium, frictional forces helping to restrain the load could be lower than expected, this is also true if the bed is wet.
- 7.2.4 The total load restraint system will generally consist of a combination of:
- A) lashings secured to anchorage points attached to the vehicle chassis, which includes cross bearers, outriggers etc.;
 - B) bulking arrangements including headboards, bulkheads, spigots, transverse beams, shoring bars etc. which are securely attached to the vehicle;
 - C) friction between the load and the vehicle platform.

In most circumstances it would be appropriate to obtain the majority of the total restraint required from (a), and the remaining part from (b). Benefits accrued from (c) should be regarded as a bonus.

8.0 Abnormal Loads

8.1 Approvals Procedure

The contractor has detailed that the movement of abnormal loads would be required for the movement of a small proportion of construction movements.

An “abnormal load” is a vehicle which fits any of the following criteria:

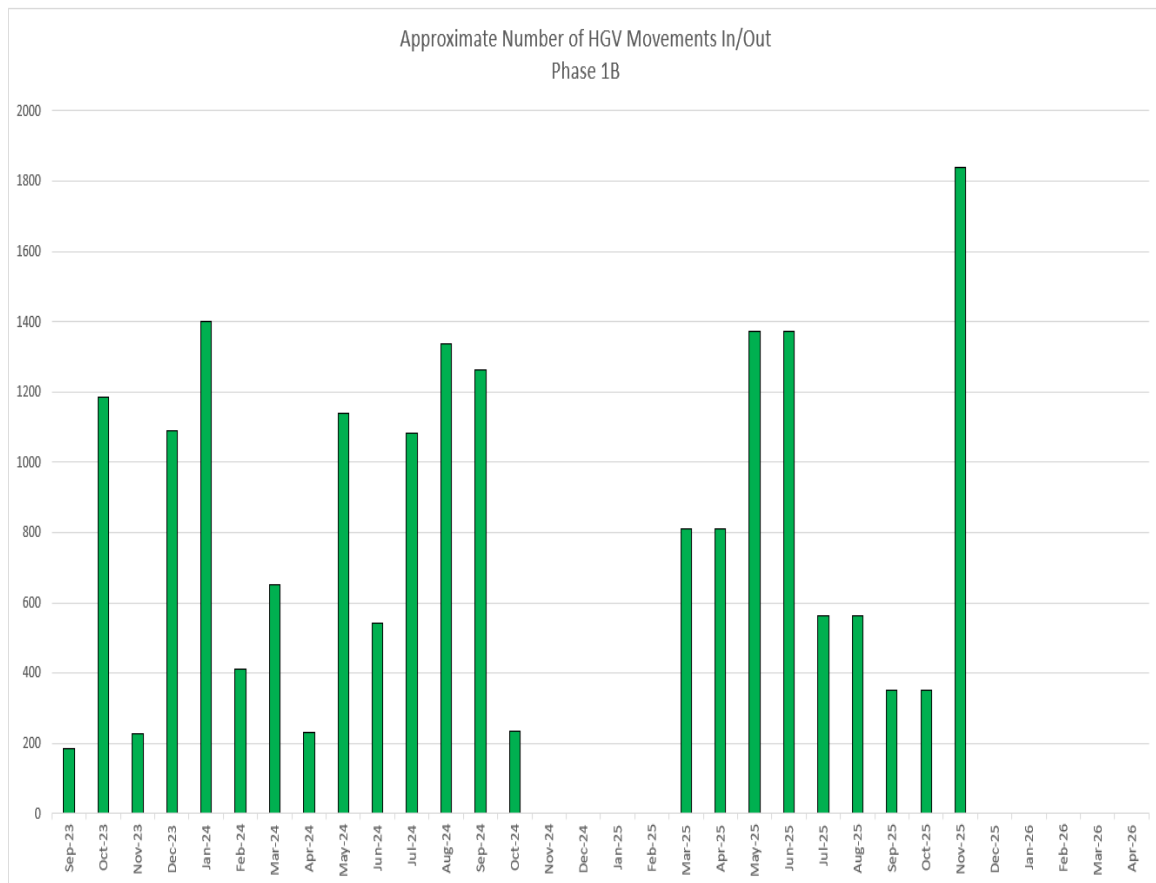
- A weight of more than 44,000 kilograms;
- An axle load of more than 10,000 kilograms for a single non-driving axle and 11,500 kilograms for a single driving axle;
- a width of more than 2.9 metres; and
- a rigid length of more than 18.65 metres.
- Appropriate signage will also be implemented to ensure wider users are aware of the increased use of the access at both sites.
- Warning signage will be erected and monitored daily to notify road users of Construction Traffic Ahead and instruct visitors to site.

8.1.1 Movement order's – are submitted by haulage company/ suppliers. These applications are submitted at least 10 days before due date of the delivery. Due to the greater Manchester Embargo abnormal loads cannot travel on the highway between 06:30 AM – 09:30 AM and 15:00 – 18:00 PM.

8.1.2 Route will be the same as for normal HGV routing.

9.0 Materials Import/ Export

9.1 Programme



Graph 1: Approximate HGV Movements – Phase 1B Scheduled Activity Works

Graph 1 – identifies the peak movements based on current sequencing to deliver phase 1b. This is subject to change. In summary the current peak movements are as follows:

- **October 2023** – Gale Enabling Works - +1000 HGV Movements
- **December 23** – GVB Enabling Works & Gale – Piling Works - +1000 HGV Movements
- **January 2024** – Gale Excavation Works – +1400 HGV Movements
- **May 2024** – Gale FRC and Earthworks - +1000 HGV Movements
- **July 2024** – Gale Earthworks - +1000 HGV Movements
- **August 2024** - Gale Earthworks - +1000 HGV Movements
- **September 2024** - Gale Earthworks - +1000 HGV Movements
- **May 2025** - Gale Earthworks - +1000 HGV Movements
- **June 2025** - Gale Earthworks - +1000 HGV Movements
- **November 2025** – Remove enabling works - +1800 HGV Movements

In summary, throughout the works associated with Phase 1B it is anticipated that there could be over 17,000 HGV high level movements required for Phase 1B. This includes in/out movements.

10.0 Temporary Road Closures/ Traffic Management

10.1 Programme

- 10.1.1 It has been identified that there will be a minimum five number TTRO applications required to be submitted to RBC Highways. These are highlighted below as per our current programme logic.

Traffic Management - Possible Dates For TTRO's - Dates May Change
Jan 2024 - March 2024 TM (Grove Lodge Visit 1 Subject To Change)
Aug 2024 - September 2025 TM (Ealees Brook Subject To Change)
Sep 2024 - October 2025 TM (Grove Lodge Visit 2 Subject To Change)
May 2025 - Aug 2025 TM (Bellmouth Construction)
Jan 2025 - April 2025 TM (Ramp Removal)

10.2 Information campaigns

- 10.2.1 VolkerStevin will have a customer experience advisor on-site who will be available to arrange letter drops, arrange site meetings with the public and keep a tracker onsite with any communications. EA/VolkerStevin will have scheme boards which will have updated information related to the project that will be kept updated regularly and the Flood Hub Group social media will be utilised and kept updated at regular intervals.

DRAWINGS