



Traffic Management Plan

Whalley Viaduct

Project Code: 154359

PRINCIPAL CONTRACTOR

Network Rail Civils Special Projects

REGISTERED OFFICE

IM 40 Melton Street Euston Square London NW1
2EE

Review and Acceptance by:

_____ On behalf of Network Rail

Job Title: Works Delivery Manager

Date: 04/04/24

The responsibility for the health, safety and environmental management of the Works rests fully and unreservedly with the Principal Contractor. The acceptance of a Construction Phase Plan on behalf of Network Rail Infrastructure Projects and involvement in Studies or Audits does not in any way absolve the Principal Contractor from that responsibility, nor is it intended to confirm or suggest that the Principal Contractor fully meets the statutory requirements.

Rev.	Date	By	CRE Approval	Date	Description of Changes
01	04/04/24	T Wright			

1.0 Traffic and Transportation

Whalley Viaduct repairs project entails the movement of construction materials, wastes and personnel to and from the site. The project will achieve this in a way that will cause minimum disruption to the road network and public rights of way. Due to the geographical nature of the area the approach roads and lanes are very narrow and have tight bends in the road. All delivery vehicles and site traffic will have banks men.

This document sets out the conditions of vehicle management and the nature in which the project and construction staff will conduct themselves when using vehicles within the geographical area of the works. This document applies to all contractors engaged on this project and will be briefed to all parties.

2.0 Objectives

Network Rail shall carry out the works in such a way as to:

- Maintain, as far as reasonably practicable, existing public access routes and rights of way during construction;
- Minimise, as far as reasonably practicable, inconvenience to the public arising from increases in traffic flows and disruptive effects of construction traffic on local and main roads.
- Ensure that all necessary approvals are obtained prior to the commencement of works.
- Communicate with local residents when we are unable to adhere to these conditions or where we will disrupt their day to day movements to facilitate the works

3.0 Access Points and Compounds

Contractor will only use the approved access point and compound areas for this project.

Contractor will establish site offices and welfare facilities.

Traffic for the project will enter via the only authorised route.

All proposed construction traffic will be asked to use Milton Road before entering Broad Lane, once on Broad Lane the construction traffic will follow the lane down to the bottom to find our site entrance. The vehicles will then turn into our compound, once materials/equipment have been delivered the vehicles will then drive through our worksite and drive out the opposite side where NWR have created a large access and re join Broad lane. Vehicles that are exiting will be escorted out by vehicle marshalls/banksmen.

SITE TRAFFIC

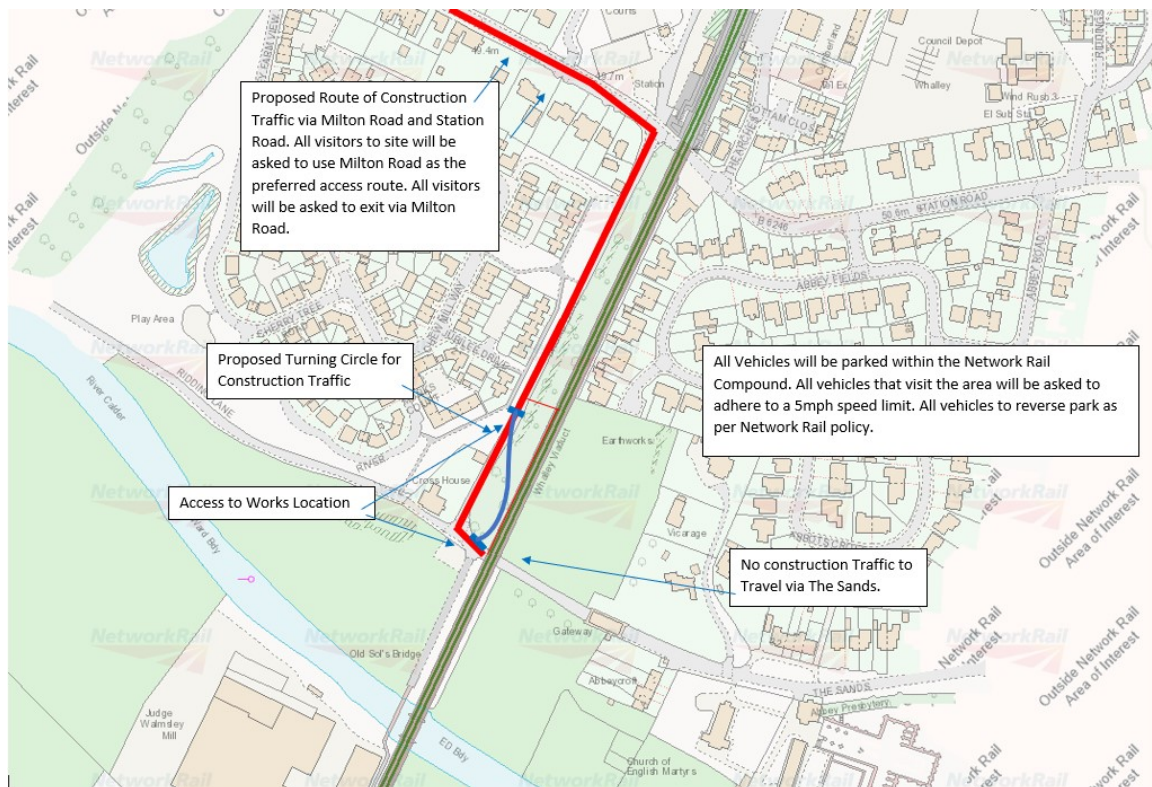
Traffic entering the site must be controlled therefore extreme caution must be utilised, goal posts will be installed to alert delivery drivers of the BT cable which spans from the viaduct to the single cottage on Broad Lane. Once safely parked on site and ensuring the vehicle is not causing any obstruction, the driver will then log on to site with the signing in register, all persons entering the site will sign in / out and all vehicle registrations will be recorded. Ensure the site access road is able to take 2-way traffic.

The only vehicles expected on site will be:

- Deliver plant & Equipment to & from the site.
- Removal of materials.
- Contractors vehicles (minimal)

Pedestrian and traffic route signs will be put in place alerting public to potential vehicle movements – ALL staff are made aware of the potential for moving vehicles & vehicles reversing during the induction, full orange is mandatory across the site to aid visibility of walking staff.

Parking areas and delivery areas are clearly segregated and signposted accordingly. A 5mph strict speed limit will be observed by all vehicles within the compound area and approach road. Vehicles will endeavour to reverse park where possible at all times.



4.0 Traffic rules for the Site and Local Highways

There is no perceived need for road closures, diversions, , temporary footways, obstructions or works close to the highway involved. At all times, the behaviours required by this policy will be adhered to and monitored.

The following is an outline of the commitments the project will make to vehicle movements and behaviours of the staff driving them.

No reversing onto the highway

Vehicles are not permitted to reverse onto the highway unless during a road closure and under the direction of a banks man.

No engine idling

Drivers waiting for any purpose, for more than two minutes will be required to switch off their engines, unless needed for operational reasons.

Parking

Parking areas are designated within the working area, and are segregated from delivery and storage areas. During times of heavy usage, overspill parking will be utilised by other car parking facilities within the area.

Vehicles will only be permitted to park on the site for the briefest possible time, and will be accompanied at ALL times by another person with a mobile phone to ensure that emergency vehicles can access the depot at all times.

At the Network Rail approved access point vehicles will be parked so as not to block the highway or disrupt daily activities of the general public.

Maintenance and repair of highway

The project commits to minimise impact on existing highway surfaces by considering the ongoing effect of heavy construction vehicles at these locations or of running vehicles over surfaces that are clearly unsuitable for the purpose being proposed – i.e. heavy or articulated wagons being run across grass verges or small local roads.

Photographic records will be kept of the existing condition of roads, kerbs, verges and footpaths in the vicinity of the access to the site to enable the project to defend against any approaches from the local council following the works.

In the event that significant wear to existing surfaces takes place or the vehicle users fail to adhere to the policy, Network Rail will make good damage to public roads and other routes used by construction traffic to the reasonable satisfaction of the local authority and client, in order to ensure that potholes and any other unevenness, which may be a source of vibration, are addressed and repaired quickly.

Network Rail will take all reasonable measures to avoid mud on roads around the compound access and at sites where heavy construction traffic is operating, these measures shall include:

- Minimising the number of larger road vehicles being used to transport materials on/off site where possible, materials will be ordered from a single supplier in time for larger deliveries rather than numerous smaller ones.
- Any materials delivered or removed will have adequate sheeting covering them to prevent dust.
- The public highway shall be monitored weekly for signs of contamination, if deemed applicable a vehicular road sweeper shall be utilised to ensure the highway is kept legally compliant.

Public access routes and rights of way

Public rights of way should not be affected by traffic entering the car parking area under normal circumstances. Where these rights of way are affected by construction activities, they will be the subject of a formal application for road closure or diversion within standard timescales as noted above.

Deliveries

A briefed and competent member of staff shall ensure that any disruption to local traffic is minimised and controlled during the delivery process. Deliveries will, wherever possible, be staggered to avoid Lorries or wagons queuing on the highway. Where this is unavoidable, the competent member of staff will bring vehicles onto the access road and marshal the deliveries accordingly before moving vehicles out of the site by the same route.

Deliveries will only take place during normal working hours unless agreed otherwise and only when the materials are critical to works and there is suitable staff available to receive the deliveries. Where possible, deliveries during rush hour traffic peaks will be avoided. The loading and unloading of vehicles will take place off the public highway within the site compound and in the designated area. A banks man is to be present during deliveries.

Delivery staff will be subject to the site compound requirements for PPE and construction staff supervising the delivery will check safe systems of work are in place prior to allowing delivery to take place – WAH Regs, LOLER, suitable briefing on other hazards during delivery etc.

Other Traffic Movements

The delivery of small plant etc to worksites/access points will be in accordance with this plan. Any signage needed will be in accordance with the latest version of the Traffic Signs Regulations and General Directions 2002.

Road Closures and Diversions

Consent for Road closures will be sought in a timely manner from the Highways Authority and where applicable, in consultation with the police and Local Authority.

As noted above, there are currently no road closures planned – any future plans will be detailed within this document and suitably briefed.

Procedure for handling complaints

Where possible, actions will be taken to rectify problems at the time of any complaint. It is expected that complaints will originate from one of two sources – via the NWR Helpline or directly to staff on the ground.

In all cases, the complaint will be dealt with quickly and on the basis of fact. Staffs approached directly are expected to behave in a polite and supportive manner especially where the complaint seems to have merit or is directly attributable to the construction team. Staff approached directly are to gather information and not offer any personal opinion at the point of complaint but are to inform the plaintiff that their issue will be passed to the IM Programme Manager and his team for action and that a response will be provided in a maximum of 7 days from the date of complaint.

Where complaints are immediately rectifiable (ie by moving an obstructively parked vehicle or reducing noise etc), the on site staff are to act accordingly and do so without complaint.

The IM Programme Manager must be informed of any complaint or enquiry from the police, local authority, waterways or highway department officials at the earliest opportunity. Where the complaint originates from such a body, a formal investigation into the complaint will be carried out by the IM Programme Manager team and a response provided within 3 working days maximum.

Letter drops to residents adjacent to or affected by the works will contain the details of the Network Rail helpline to enable them to raise concerns out of hours or if they do not feel able to approach staff directly on the ground. Network Rail helpline detail will also be displayed at the site entrance and within Task Briefing Sheets.