M60/M62/M66 Simister Island Interchange

TR010064

7.5 OUTLINE TRAFFIC MANAGEMENT PLAN

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

VOLUME 7

April 2024

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M60/M62/M66 Simister Island Interchange

Development Consent Order 202[ ]

OUTLINE TRAFFIC MANAGEMENT PLAN

Regulation Reference	Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010064
Application Document Reference	TR010064/APP/7.5
Author	M60/M62/M66 Simister Island Interchange Project Team

Version	**Date**	**Status of Version**
P01	April 2024	DCO APPLICATION ISSUE

CONTENTS

1. Introduction

1.1 Purpose and objectives

1.1.1 This Outline Traffic Management Plan (this Outline TMP) relates to an application made by National Highways (the "Applicant") to the Secretary of State for Transport via the Planning Inspectorate (the "Inspectorate") under the Planning Act 2008 (the "2008 Act") for a Development Consent Order (DCO). If made, the DCO would grant consent for the M60/M62/M66 Simister Island Interchange (the “Scheme"). A detailed description of the Scheme can be found in Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1).

1.1.2 This Outline TMP sets out the proposals for the temporary traffic management measures required during construction of the Scheme. It will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft DCO (TR010064/APP/3.1).

1.1.3 The purpose of the Outline TMP is to describe the traffic management (TM) processes that would be followed to ensure the construction phases of the Scheme are completed safely and efficiently, while minimising the impact on customers and stakeholders. It is of the upmost importance that no one should be harmed when travelling or working on the strategic road network (SRN) or the local road network (LRN).

1.1.4 This Outline TMP has been prepared in compliance with Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. It seeks to address and mitigate the transport challenges associated with the movement of the construction traffic to service the Scheme, including site access, routing, signage, heavy goods vehicles (HGVs) and abnormal indivisible loads (AILs).

1.1.5 The development of the Outline TMP will continue to evolve post submission of the DCO application through discussions with traffic working groups, which includes representatives from relevant local authorities and other key stakeholders. The development of the Outline TMP is secured by PHH15 in the Register of Environmental Actions and Commitments (REAC) table in the First Iteration EMP (TR010064/APP/6.5).

1.1.6 The aim of the Outline TMP is to provide a safe environment for all those working on or travelling through the Scheme, while providing a high level of customer service and ensuring efficient, timely delivery of the Scheme in line with the following objectives:

- Maintain the current road capacity on the SRN in all directions where possible.
- Reduce overall length of the traffic management for the Scheme works. As identified in National Highways’ Dynamic Road Works

Vision, the temporary traffic management will be designed to minimise the length of time roadworks are in place for the Scheme.

- Within Contraflow and narrow lanes work areas, a free recovery for stranded vehicles to a specified local safe area off the Network will be provided.
- Use best practice and guidance from the Traffic Signs Manual Chapter 8 Regulations.
- Tailor the way of working to minimise our impact on customers and stakeholders.
- Serve local community and customers' requirements during the construction period by liaising with relevant local authorities and local stakeholders and businesses.
- Create an effective communication plan with the local community by letter drop / leaflet to residents and businesses with information on Temporary Traffic Management (TTM) arrangements to road users.
- Ensure that information adverts are communicated before and during the Scheme works, keeping road users always informed.
- Ensure minimisation of disruption to road users, local business, and communities.
- Use of advanced signing on road network using a combination of permanent signs and Portable Variable Message Signs (PVMS).
- Plan and manage the Scheme works in a way that work is carried out efficiently, and as a result delivered on time.
- Ensure stringent control and measurement of construction programme with a reporting schedule.
- Adopt time saving innovations or efficiencies.
- Ensure collaboration with all Scheme stakeholders.

1.2 The Scheme

1.2.1 The Simister Island Interchange between the M60, M62 and M66 is one of the busiest motorway Junctions in the North-West of England, used by around 90,000 vehicles each day. The Junction struggles with high volumes of traffic and suffers from congestion and poor journey time reliability.

1.2.2 The purpose of the Scheme is to alleviate predicted congestion and journey time issues at the Junction and between Junction 17 and Junction 18 of the M60, reducing negative air quality and noise impacts and

delivering overall improvements to road safety in line with the Scheme Objectives.

1.2.3 The preferred option for the Scheme, known as the 'Northern Loop' will:

- Create a free-flow link (being the 'Northern Loop') from M60 eastbound to M60 southbound (clockwise), including a new bridge over the M66 and Junction 18 slip roads.
- Realign the M66 motorway as it heads south under Junction 18 and introduce additional capacity through the Junction to accommodate the merging traffic from the new loop.
- Provide an improved two-lane free-flow link from the M60 northbound to the M60 westbound (anti-clockwise) to replace the existing single lane.
- Widen the motorway between M60 Junctions 17 and 18, providing 5 lanes in both directions with a discontinuous hard shoulder.
- Provide new traffic signals, signs and street lighting at Junction 18 and its approaches.
- Provide new gantries on the M66 southbound and between the M60.

1.3 Traffic management considerations

1.3.1 Simister Island Interchange is one of the busiest motorway Junctions in the northwest and struggles with the high volumes of traffic currently using it. The main challenges to the successful delivery of the Scheme and for traffic management planning within the Scheme include:

- Working within the existing highway boundary. The highway boundary is constrained along the M60 between Junctions 17 and 18 due to the proximity of residential areas to the M60 carriageway both north and south of the motorway.
- Limited working space available whilst maintaining network capacity.
- Proximity of Junctions and short distance between slip road accesses and egresses.
- Provision of construction access combined with limited access to work areas from the LRN.
- Online widening of slip roads.
- Construction of structures over major motorways and slip roads.
- Management of existing traffic volumes and congestion.
- Multiple highway schemes are currently being built or are planning to start construction work in the area before the Scheme is implemented, which might significantly impact the traffic flows along the network.
- Minimising full and partial closures and managing diversion routes.

1.4 Outline Traffic Management Plan Review Plans and Management

1.4.1 The TMP will be subject to no less than one review every six months and would be updated as appropriate throughout the construction phase. Feedback will be sought from stakeholder forums.

1.4.2 Gathering traffic data will be an important part of designing and implementing the traffic management. The data will be used to understand and monitor how the traffic management is impacting on the road performance and the performance of key road user groups, particularly those with performance targets or response times, to help to identify opportunities to mitigate any issues.

1.4.3 Updates to the traffic management plans and provision will provide detail on the measures that will be put in place for reactively and proactively managing the traffic management throughout construction of the Scheme, including:

- Who will be responsible for managing the TMP onsite.
- What data will be collected as part of the traffic management activities.
- The criteria for updating the TMP (e.g. in relation to traffic accident rates).

2. Traffic Management Overview

2.1 Introduction

2.1.1 The “online works” comprise all works taking place within the existing highway boundary and will include the following main activities:

- Works to widen the M60 between Junction 17 and Junction 18 to five lanes with a hard shoulder. This will include drainage upgrades and barrier works to the existing central reservation.
- Works to tie the new Northern Loop link and re-aligned M66 southbound diverge into the existing M60 and M66, including creating extra lanes on the southbound M66 through M60 Junction 18 by converting the hard shoulders to running lanes and realigning the central reservation.
- Construction of a new bridge structure to carry the Northern Loop over the M66 and its slip roads.
- Improvement of the M60 northbound to M60 westbound free flow link.
- Within the M66 and M60 approaches to Simister Island works include embankment widening, sheet pile installation, sign replacement, drainage replacement, safety barrier installation, fencing replacement, gantry upgrades, lighting replacement, and technology upgrades.
- Reconfiguration of lanes, signs, and signals within the M60 Junction 18 roundabout.
- The online works on the M60 Junction 17-18, M66 Junction 3-4, M60 Junction 18-19, and the Junction 18 Roundabout will be completed simultaneously, in planned sequences which will be confirmed in the next stage of the Scheme.

2.2 Traffic Management Phases

2.2.1 The Junction Scheme is split into 4 online works sections, for the purpose of phasing. These include: M60 Junction 17-18, M66 Junction 3-4, M60 Junction 18-19, and Junction 18 Roundabout.

2.2.2 The main phases M60 Junction 17-18 include:

- Phase 1 – Clockwise verge.
- Phase 2 – Anti-clockwise verge.
- Phase 3 – Central reservation.
- Phase 4 – Finishing works.

2.2.3 The main phases for the M66 Junction 3-4 include:

- Phase 1 - Central reservation.
- Phase 2 – Northbound verge (through Junction 18).

- Phase 3 – Southbound verge (through Junction18).
- Milestone – Traffic switch to move traffic onto the new southbound diverge (southbound verge).
- Phase 4 – Southbound verge (Northern Loop tie-in).
- Milestone – Traffic switch to move traffic onto the new northern loop (Northern Loop).
- Phase 5 – Finishing works/Central reserve.

2.2.4 The main phases for the M60 Junction 18-19 include:

- Phase 1 – M62 WB to M60 CW Verge.
- Phase 2 – Central reservation.
- Phase 3 – Anti-clockwise verge.

2.2.5 The main phases for the Junction 18 Roundabout include:

- Phase 1 – Junction 18 Roundabout.

2.2.6 Some works cannot be completed within the daytime traffic management phasing due to the limited working room available. These works will need to be undertaken under night-time or weekend closures. Such activities include:

- Bridge beam installation and associated works.
- Structures temporary works.
- Bridge deck construction over live carriageways.
- Gantry erection, modification, and demolition.
- Installation of certain signs and signals.
- Cross carriageway drainage and ducting works.
- Major surfacing and white lining operations.
- Installation of TTM layouts and traffic switches.

2.2.7 Night-time or weekend closures will include combinations of lane closures, full carriageway closures and slip/link road closures.

2.2.8 Where it is necessary to complete some construction activities with lane/full closure restrictions on night-time working; work will generally be restricted to 21:00 to 06:00hrs.

2.2.9 Some construction activities (e.g. bridge construction) may require full weekend possession closures for specific areas of the Scheme. This will be arranged with the relevant local highway authority.

2.2.10 As identified in National Highways' Dynamic Road Works Vision', priority will be given to completing the individual phases of road works and opening to traffic as soon as is practical to secure tangible benefits to customers as early as possible. This results in traffic being switched onto

the new sections of road as soon as they are complete in line with the traffic switches identified in Section 2.2.3 above.

2.3 Network Capacity

2.3.1 The TMP will be developed to maintain the network capacity during peak hours. However, there are several areas where this may not be achievable, namely:

- M60 South of Junction 18 – potential reduction of slip road capacity to maintain two lanes on the M60/M66 to replace deep drainage.
- M66 and M60/M66 Northbound slip road and M66 Southbound slip road – reduce slip road capacity during peak hours to facilitate temporary and permanent works.
- M66 southbound approach to Junction 18 – reduced capacity due to tie in works for the M66 southbound diverge and room required for temporary access and egress.

2.3.2 Work on the TMP and on the Scheme generally is ongoing and will continue into detailed design stage to refine the design and construction methodologies with the aim of minimising/eliminating the need for the above daytime lane closures.

2.3.3 The areas where there is a risk of reduced network capacity during peak hours are detailed in Figure 1.

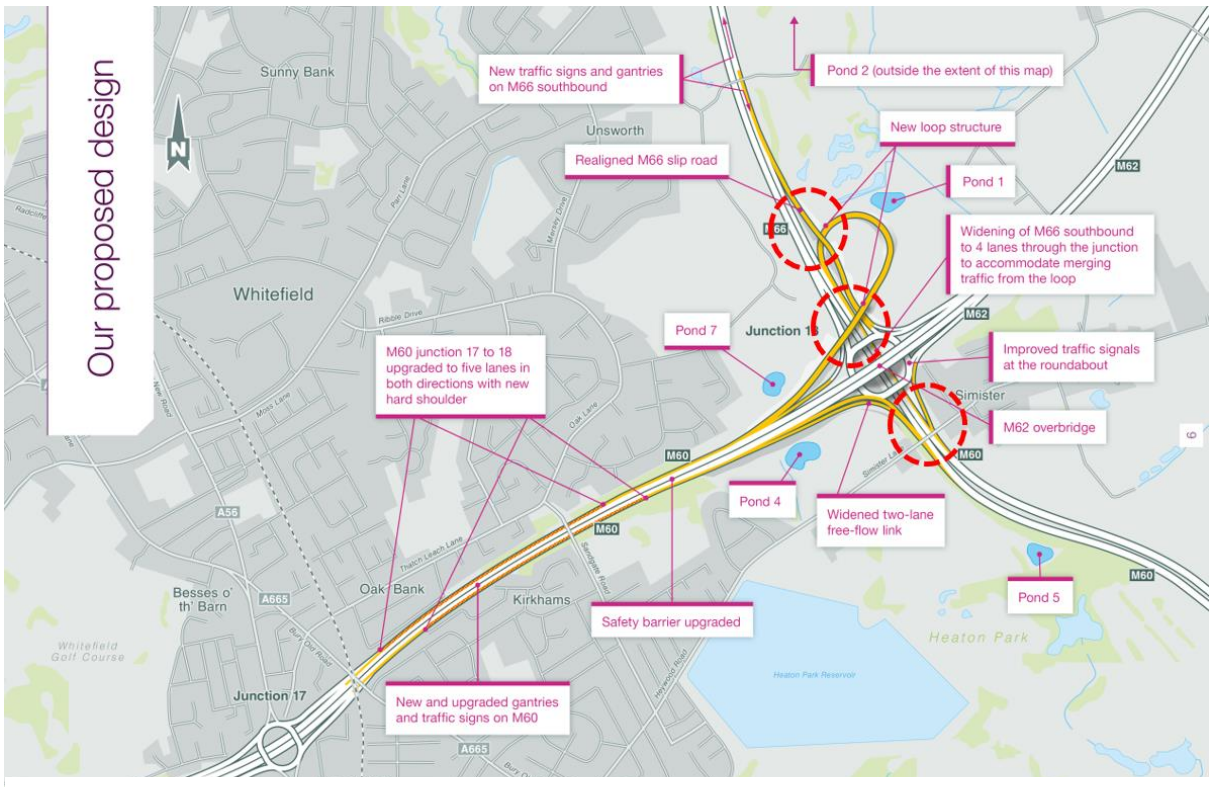

Figure 1 – Areas at risk of reduced network capacity

3. Communication and engagement

3.1 Advance notifications

3.1.1 Early collaboration will take place between the disciplines appointed by the Applicant and responsible for stakeholder engagement and traffic management to ensure the establishment of procedures to deliver relevant, accurate and timely information about diversions and closures to stakeholders, residents, businesses, and all road users.

3.1.2 Early engagement by the Applicant is already underway. Residents near the Scheme have also been identified. The needs and concerns of all will be considered during the planning of traffic management solutions and accommodated wherever reasonably practicable.

3.1.3 Communications will involve use of a wide range of channels to reach as many affected parties as possible including:

- Roadside signage to provide advance notice of intended roadworks operations.
- Roadside signage during planned roadworks.
- Newsletters to, and meetings with, the local community and businesses.
- National Highways Scheme specific website and social media channels.
- Use of existing National Highways / local authority variable message signs.
- Use of strategically placed portable variable message signs.
- Use of strategically placed hard signing.
- Press releases targeted at longer range customers.

3.1.4 A traffic management forum will be established with regular meetings to discuss all elements of the traffic management including the provision of full road closures and diversion routes.

3.1.5 National Highways Customer Contact Centre (CCC) will provide weekly updates to the traffic management schedule. The CCC team will be provided with details of diversion routes and signing strategy.

3.1.6 The Scheme website will be updated with details of upcoming closures. Details of the diversion routes will be incorporated into the Scheme website updates.

3.1.7 The Scheme will utilise portable Variable Message Signs (VMS) to reinforce diversion signs, advise on any upcoming closures and delays to journey times.

3.1.8 Communication streams will be established with other schemes under construction on the network at the same time and continual

communication between schemes to provide clear and consistent messages to customers of upcoming road closures and journey times.

3.1.9 The Applicant's Abnormal Loads Team will be given advanced notification of planned works. There will also be regular communication with freight groups to ensure closures and diversions are communicated to drivers and operators well in advance.

3.1.10 There will be regular liaison with the public transport operators traffic management arrangements during the construction period and they will be consulted on planned closures.

3.1.11 There will be regular liaison with the emergency services and local hospitals on traffic management arrangements during the construction period. They will also be consulted on planned closures.

3.1.12 Letter drops will be undertaken to residents and businesses adjacent to the Scheme works. A monthly traffic management overview newsletter to keep residents updated with progress and future traffic management measures will be issued. Early consultation with relevant local authorities will be undertaken to establish and agree the diversion routes with detail on frequency and durations of use. The Applicant will work with them to minimise the disruption caused through closures and diversions. The Applicant will further provide them with advance notification of closures and diversion routes.

3.2 Customer Requirements

3.2.1 The safety needs and expectations of all customers are to be considered and managed at all stages of the TMP. The key principles of National Highways' "Roadworks, A Customer View" (RACV) (National Highways, 2023) document is understood and will be adopted when designing, installing, and maintaining the traffic management. Appendix B contains a schedule of the 20 key principles of RACV and the steps the scheme is taking in relation to each one.

3.2.2 A traffic management liaison group will be established with regular meetings to discuss all elements of the traffic management including the provision of full road closures and diversion routes.

3.2.3 Appendix B summarises how customer requirements have been considered in developing this Outline TMP to date and looking ahead to detailed design and construction planning.

3.3 Traffic management forums and user group forums

3.3.1 The Principal Contractor (PC) for the Scheme will set up traffic management forums and road user group forums. The purpose of these forums will be to provide relevant information with regards to traffic management to affected stakeholders, to seek input into the proposals as they are developed and feedback on the implementation of proposals. Where appropriate, feedback will be incorporated into proposals going forward in the Scheme.

3.3.2 The user group forums will form a key part of the strategy for advance notification of restrictions and closures.

3.3.3 Examples of road user group forums would include regular meetings with key stakeholders such as the local authority, emergency services and Royal Mail; monthly meetings with local businesses; and quarterly meetings with local rights of way groups.

3.3.4 Road user group forums will consist of in-person meetings at suitable venues across the Scheme. Online webinar meetings will also be utilised as appropriate, for the varying groups.

3.3.5 Key stakeholders will be invited to attend regular traffic management forums. These include:

- Local authorities – Manchester, Oldham, Rochdale, Salford and Bury.
- National Highways
- Emergency Services (police, fire, and ambulance).
- Other national and local businesses (including Royal Mail) as requested.
- Statutory Undertakers as requested.

3.4 Adjacent Roadworks and Other Traffic Management

3.4.1 The PC will have possession of the Scheme works area and PC will work with the network occupancy requirements set by National Highways, who will retain responsibility for network occupancy management.

3.4.2 Discussions will be held with National Highways and relevant local highway authorities (such as Bury District Council and Manchester City Council) to understand their obligations and the processes to be followed.

3.4.3 Road space bookings for activities which require the control or temporary restriction of traffic will be coordinated by the Scheme's traffic management manager.

3.4.4 The National Highways Network Occupancy Management System (NOMS) will be used to ensure accurate updating of road space requirements. The Scheme's traffic management manager will be present at site weekly production control meetings. During these meetings, a review of the previous weeks' work will be undertaken as well as agreeing the traffic management requirements for the next two weeks in advance.

3.4.5 Any road space bookings on the LRN will be submitted to the relevant local authority street works team.

3.4.6 With the planned weekly traffic management planning meetings, there should be a reduced need to cancel any relaxed type of traffic management measures outside the 7-day period as required by the key performance indicator for traffic management cancellations. If there is a need to cancel works, this will only be after alternative works are explored to utilise the closure and maintain the customer message.

3.5 Adjacent Roadworks and Other Traffic Management

3.5.1 Currently the other regional schemes that may be under construction during the planned Scheme timescales (2025 - 2028) are:

- A57 Link Roads project.

3.5.2 Detailed engagement with surrounding local authorities, including Transport for Greater Manchester, will continue through the next stages to understand planned highway works that may interact with the Scheme and to ensure these are planned to minimise disruption to the surrounding road networks.

4. Closure and Diversion Routes

4.1 Closures

4.1.1 Full carriageway closures are anticipated during the Scheme works. The Applicant will however seek to limit the number of full carriageway closures to minimise impact and disruption to the traveling public.

4.1.2 Existing diversion routes currently used by National Highways will be utilised for the Scheme. Details of the diversion routes will be agreed with the relevant local highway authorities where the LRN is to be used.

4.1.3 Slip road and link road closures are anticipated during the Scheme works. The Applicant will seek to limit the number of full carriageway closures to minimise impact and disruption to the traveling public. Closures of slip roads and link roads will require use of SRN diversion routes which will utilise the surrounding SRN roads to divert traffic and minimise any impacts upon the LRN.

4.1.4 As identified in National Highways' Dynamic Road Works Vision, the Scheme will aim to minimise full closures whilst assessing the appropriateness of diversion routes considered when full closures are unavoidable.

4.1.5 Table 1 details the type of closures currently planned, the locations, time of day and additional details. These are subject to change as the Scheme progresses.

Table 1 – Type of closure, location, time and details

Type of Closure *(Slip Road / Full carriageway)*	**Location** *(Start to End with respect to nearest Junction or Marker Posts, if known)*	**Time of Day** *(Start to End)*	**Closure Details**
Full Closure of M60 Clockwise between Junction 17 and Junction 18	M60 CW Junction 17 (MP29/2) To M62 EB Junction 18 (MP56/3)	Night-time closure. 21:00-06:00	Full carriageway closure with LRN diversion
Full Closure of M60 Anticlockwise between Junction 18 and Junction 17	M62 WB Junction 18 (MP56/7) To M60 ACW Junction 17 (MP29/4)	Night-time closure. 21:00-06:00	Full carriageway closure with LRN diversion

Type of Closure *(Slip Road / Full carriageway)*	**Location** *(Start to End with respect to nearest Junction or Marker Posts, if known)*	**Time of Day** *(Start to End)*	**Closure Details**
Full Closure of M60 Anticlockwise between Junction 19 and Junction 18	M60 ACW Junction 19 (MP34/0) To M66 NB Junction 4 (MP13/8)	Night-time closure. 21:00-06:00	Full carriageway closure with LRN diversion
Full Closure of M60 Anticlockwise between Junction 18 and Junction 19	M66 NB Junction 4 (MP13/8) To M60 ACW Junction 19 (MP34/0)	Night-time closure. 21:00-06:00	Full carriageway closure with LRN diversion
Full Closure of M66 Southbound between Junction 3 and Junction 4	M66 SB Junction 3 To M66 SB Junction 4 (MP13/9)	Night-time closures and full weekend closures. 21:00-06:00	Full carriageway closure with LRN diversion
Full Closure of M66 Northbound between Junction 4 and Junction 3	M60 ACW Junction 18 (MP32/2) To M66 NB Junction 3	Night-time closures and full weekend closures. 21:00-06:00	Full carriageway closure with LRN diversion
Full Closure of M66 Northbound through Simister Island	M60 ACW Junction 18 MP 32/5 To M66 NB Junction 4 MP 13/3	Night-time closures and full weekend closures. 21:00-06:00	Full carriageway closure with SRN up and over diversion

Type of Closure *(Slip Road / Full carriageway)*	**Location** *(Start to End with respect to nearest Junction or Marker Posts, if known)*	**Time of Day** *(Start to End)*	**Closure Details**
Full Closure of M66 Southbound through Simister Island	M66 NB Junction 4 MP 13/3 To M60 ACW Junction 18 MP 32/5	Night-time closures and full weekend closures. 21:00-06:00	Full carriageway closure with SRN up and over diversion
Full Closure of M60 CW Junction 17 to Junction 18	M60 CW Junction 17 off-slip MP 29/2 To M60 CW Junction 17 on-slip MP 30/1	Night-time closures. 21:00-06:00	Full carriageway closure with SRN up and over diversion Note that use of the roundabout at JUNCTION 17 will interact with Bury Local Authority LRN
Full Closure of M60 ACW through Junction 18 – Junction 17	M60 ACW Junction 17 on-slip MP 30/1 To M60 ACW Junction 17 off-slip MP 29/2	Night-time closures. 21:00-06:00	Full carriageway closure with SRN up and over diversion Note that use of the roundabout at JUNCTION 17 will interact with Bury Local Authority LRN
M60 Junction 17 and Junction 18 slip roads and link roads	All slip roads and link roads forming Junctions 17 and 18 on the M60	Night-time closures and full weekend closures. 21:00-06:00	Full closures of slip roads and link roads will be required throughout the construction duration. These will predominantly be undertaken on night times. Slip road closures will be planned so that SRN

Type of Closure *(Slip Road / Full carriageway)*	**Location** *(Start to End with respect to nearest Junction or Marker Posts, if known)*	**Time of Day** *(Start to End)*	**Closure Details**
			routes can be used for diversion traffic to minimise impact upon the LRN

4.1.6 Narrow running lanes will be required for the temporary traffic management along the M60 and M66 to provide suitable safety zones and working areas. Lane widths will be suitable for HGVs and in accordance with Chapter 8 of the Traffic Signs Manual.

4.1.7 Table 2 provides details of plans to carry out hard shoulder running during the Scheme works. Again, these are subject to change as the Scheme progresses.

Table 2 – Hard shoulder running details

Hard Shoulder Running Location *(Start to End with respect to nearest Junction or Marker Posts, if known)*	**Time of Day** *(Start to End)*	**Hard Shoulder Running Details**	**Justification**
M60 ACW MP 28/5 To M62 EB MP 56/1	24/7	Traffic in narrow lanes with temporary hard shoulder running 24 hours a day.	Insufficient capacity on network to reduce the number of lanes during peak hours. Need working access to the central reservation.
M62 WB MP 56 To M60 CW MP 28/5	24/7	Traffic in narrow lanes with temporary hard shoulder running 24 hours a day.	Insufficient capacity on network to reduce the number of lanes during peak hours. Need

Hard Shoulder Running Location *(Start to End with respect to nearest Junction or Marker Posts, if known)*	**Time of Day** *(Start to End)*	**Hard Shoulder Running Details**	**Justification**
			working access to the central reservation.
M66 SB MP 12/3 To M60 CW MP 33/0	24/7	Traffic in narrow lanes with temporary hard shoulder running 24 hours a day.	Insufficient capacity on network to reduce the number of lanes during peak hours. Need working access to the central reservation.
M60 ACW MP 33/0 to M66 NB MP 12/3	24/7	Traffic in narrow lanes with temporary hard shoulder running 24 hours a day.	Insufficient capacity on network to reduce the number of lanes during peak hours. Need working access to the central reservation.
M66 SB MP 12/3 to M60 CW MP 33/0	24/7	Traffic in narrow lanes with temporary hard shoulder running 24 hours a day.	M66 Contraflow system making use of existing hard shoulder to maximise working room.
M60 ACW MP 33/0 to M66 NB MP 12/3	24/7	Traffic in narrow lanes with temporary hard shoulder running 24 hours a day.	M66 Contraflow system making use of existing hard shoulder to maximise working room.

4.2 Road planning considerations

4.2.1 The Scheme will plan road closures of the SRN around any embargos that are set by the Applicant.

4.2.2 Other major public events where customers will require use of the SRN or affected LRN will also be considered when planning works. This would also apply to the strategic diversion route. To minimise any disruption caused by the traffic management, the Scheme would engage with affected stakeholders through traffic management working groups. Examples of stakeholders the Scheme will engage with are, but are not limited to:

- Transport for Greater Manchester (TfGM).
- Manchester Airport.
- Manchester Local Authority.
- Oldham Local Authority.
- Rochdale Local Authority.
- Salford Local Authority.
- Bury Local Authority.
- National Highways
- Emergency Services.
- Local residents.
- Royal Mail

4.3 Diversion routes

4.3.1 Regular traffic management working group coordination meetings will be setup with relevant local authorities and TfGM to coordinate diversion routes and works.

4.3.2 Closures to slip roads and free flow link roads will be managed to ensure that diversion routes are kept to the SRN and have minimal impact upon the LRN.

4.3.3 Where full carriageway closures are required, the Applicant will need to use the LRN for diversion route options. These are detailed in Appendix A.

4.3.4 Diversion routes will be agreed with the relevant local authorities before commencement of the relevant Scheme works.

4.3.5 Diversion routes will be included within National Highways' internal road-space booking system, the Network Occupancy Management System, via network occupancy forms.

4.3.6 Diversion routes will be supplied to all key stakeholders to avoid confusion and disruption on the local network. Diversion routes will be checked

against other closures on the LRN and the SRN to ensure that there are no clashes wherever possible.

4.3.7 Table 3 details the diversion route options for the Scheme. The length of each diversion route and the journey impact have been noted and assessed in the table. The exact diversion routes that will be utilised will be confirmed at later stages.

Table 3 – Diversion route options

Description and Location of diversion route(s)	Length of Diversion	Additional Journey Time due to Diversion Route
SRN Diversions for slip road / free-flow link closures at Junction 17 and Junction 18	Varies between 2.5 and 6 miles	4 – 8 minutes
Full closure of M66 NB through Junction 18 Simister Island – Up and Over Diversion at Junction 18. SRN Diversion as above.	0.5 miles	Lesser volume of traffic using the mainline – unlikely to be major congestion.
Full closure of M66 SB through Junction 18 Simister Island – Up and Over Diversion at Junction 18. SRN Diversion as above.	0.5 miles	Lesser volume of traffic using the mainline – unlikely to be major congestion.
Full Closure of M60 CW through Junction 17 Whitefield Interchange - Up and Over Diversion at Junction 17. SRN Diversion as above.	0.5 miles	Will likely be delays caused by congestion of all traffic travelling through roundabout. LRN interface at Roundabout will impact upon LRN congestion.
Full Closure of M60 ACW through Junction 17 Whitefield Interchange - Up and Over Diversion at Junction 17. SRN Diversion as above.	0.5 miles	Will likely be delays caused by congestion of all traffic travelling through roundabout. LRN interface at Roundabout will impact upon LRN congestion.
Full Closure of M60 Clockwise between Junction 17 and Junction 18: Diversion Route:	5 miles	10 – 20 minutes however congestion likely due to LRN layout and existing congestion.

Description and Location of diversion route(s)	Length of Diversion	Additional Journey Time due to Diversion Route
- Diverge M60 onto A56 Bury New Road SB - A6044 Scholes Ln / Sheepfoot Ln towards Heaton Park - A576 Middleton Rd towards M60 JUNCTION - Merge back onto M60 towards Junction 18		
Full Closure of M60 Anticlockwise between Junction 18 and Junction 17: Diversion Route: - Take the M60 clockwise towards Junction 19 - Diverge M60 at Junction 19 - A576 Middleton Rd towards M60 JUNCTION - A6044 Scholes Ln / Sheepfoot Ln towards A56 - A56 Bury New Road NB - Re-join the M60	5 miles	10 – 20 minutes however congestion likely due to LRN layout and existing congestion.
Full Closure of M60 Anticlockwise between Junction 19 and Junction 18: Diversion Route - Diverge M60 ACW at Junction - A576 Middleton Rd towards M60 Junction - A6044 Scholes Ln / Sheepfoot Ln towards A56 - A56 Bury New Road NB	5 miles	10 – 20 minutes however congestion likely due to LRN layout and existing congestion.
Full Closure of M66 Southbound between Junction 3 and Junction 4 (Simister Island). Various diversion options available: **Option 1 (Eastern diversion)** - Diverge at M66 SB Junction 3 - Pilsworth Road eastbound - Hareshill Road (Improved as part of South Heywood Masterplan)	Option 1 – 6 miles Option 2 – 5 miles	Travel times will be significantly affected by existing LRN congestion, particularly on a weekend closure

Description and Location of diversion route(s)	Length of Diversion	Additional Journey Time due to Diversion Route
- New Link Road to Junction (constructed as part of South Heywood Masterplan) - Merge with M62 WB at Junction towards Simister Island **Option 2 (Western diversion)** - Diverge at M66 SB Junction 3 - Pilsworth Road westbound - Merges into Croft Lane & Hollins Brow - A56 Manchester Rd / Bury New Rd Southbound - Merge onto M60 CW at Junction 17 - Junction		
Full Closure of M66 Northbound between Junction 4 and Junction 3 (Simister Island). Various diversion options available: **Option 1 (Eastern diversion)** - M62 EB to M62 Junction - New Link Road to Junction (constructed as part of South Heywood Masterplan) - Hareshill Road (Improved as part of South Heywood Masterplan) - Pilsworth Road westbound - Join the M66 at Junction 3 **Option 2 (Western diversion)** - M60 ACW to M60 Junction 17 - A56 Manchester Rd / Bury New Rd Northbound - Hollins Brow & Croft Lane NB - Pilsworth Road eastbound - Join the M66 at Junction 3	Option 1 – 6 miles Option 2 – 5 miles	Travel times will be significantly affected by existing LRN congestion, particularly on a weekend closure

5. Construction traffic and traffic management considerations

5.1 Introduction

5.1.1 The size and complexity of the Scheme means that there will be multiple construction activities at varying locations along the route, many of which will overlap or be undertaken simultaneously. The highway improvements and scope of works have been assessed and the most effective temporary traffic management plans will be implemented to mitigate the impacts on the SRN and the LRN, and to provide alternative diversions and access for local traffic where required.

5.2 Deliveries and driver training

5.2.1 All regular delivery drivers to the Scheme will receive a driver's induction when engaged on the Scheme and prior to entering any works area, to ensure that they are aware of all key information and can undertake their role safely. They will be supplied with and briefed on the list of permitted, permitted with restrictions, and excluded traffic routes.

5.2.2 Irregular or one-off delivery drivers will be directed to either the main Scheme compound or an appropriate satellite compound. Generally, vehicles would be off-loaded, and the load transported to its point of use using site transport. Where this is not the case, drivers will be briefed and where appropriate escorted by the site team to the required location.

5.2.3 HGVs will have the correct level of certification for the Fleet Operator Recognition Scheme (FORS) and/or The Construction and Logistics Cyclist Safety Scheme (CLOCS); this will be defined in the TMP prior to commencement of the Scheme construction phase.

5.2.4 All drivers entering traffic management on high-speed roads will be required to be trained in safe entry, travelling through, and exiting traffic management.

5.3 Road cleanliness

5.3.1 Where construction traffic joins the SRN or LRN, the PC will ensure that the road surface has regular cleaning maintenance. Procedures will be developed to ensure that roads are inspected and that measures are in place to allow a rapid response to any reported mud/debris on the carriageway. Measures may include the following:

- Wheel washes at key egress points.
- High pressure jet-vac sweepers.
- Jet washes at appropriate egress points.
- Manned attendance at appropriate egress points or plant crossings of public carriageways.

- Surfacing of approaches to egress points/plant crossings to allow vehicles to shed mud ahead of the public highway and to enable sweepers to keep the approach clean.

5.4 Access to residential properties and business premises

5.4.1 Residential properties and business premises are near the Scheme. Some construction activities could potentially have an impact on access to these properties. The Scheme will endeavour to ensure that all construction works are phased to ensure access is always maintained to residential properties and business premises.

5.4.2 Similarly, the Scheme will endeavour wherever practical to maintain access for emergency services and others, such as Royal Mail, delivery businesses, refuse collections and carers, to properties who need access.

5.4.3 If this is not possible, the Scheme will engage with the affected stakeholder and ensure suitable arrangements are agreed and put in place. The Applicant appreciates that each stakeholder's access requirements will be different and, as such, they will be dealt with on a case-by-case basis, to minimise and mitigate any impacts. A minimum of 10 working days' notice will be provided (except in emergency) if access is to be restricted to a residential property or business premises.

5.5 Public transport – bus services

5.5.1 Bus services managed by various stakeholders are operated on the LRN. Bus service providers will be kept informed of works associated with the Scheme so that they are aware of any effects this would have on their bus routes and/or bus stops. Bus service providers would be invited to a relevant traffic management forum, which will be developed as the Scheme progresses into the construction phase.

5.5.2 The Applicant recognises the need for bus services to continue to connect communities. Appropriate notice of any planned effects to their services will therefore be given to bus service providers by the Scheme.

5.6 Construction compounds

5.6.1 The objective in the siting of the construction compounds is to limit the use of the LRN by construction traffic so far as practicable. Temporary construction access and egress will be required off the SRN to access the offline works areas (works areas which are located outside of the existing highway boundary). The LRN in the Scheme area is not suitable for providing access and egress for the expected number and type of vehicles that will be needed for construction due to these roads having restricted access, being in dense residential areas and close to public amenities such as schools. The LRN will only be used, by construction traffic, initially to allow the installation of the main compound and the satellite compounds.

5.6.2 Site compounds will be in the main offline work areas, with the main offices located in the north-west quadrant of Simister Island. There is one main compound and four satellite compounds. The compounds are listed below and shown in Figure 2.

- Main site Compound – North-West Quadrant
- SW Satellite Compound – South-West Quadrant
- NE Satellite Compound - North-East Quadrant
- SE Satellite Compound – South-East Quadrant
- N Satellite Compound – Pond 2 (North-East Quadrant)

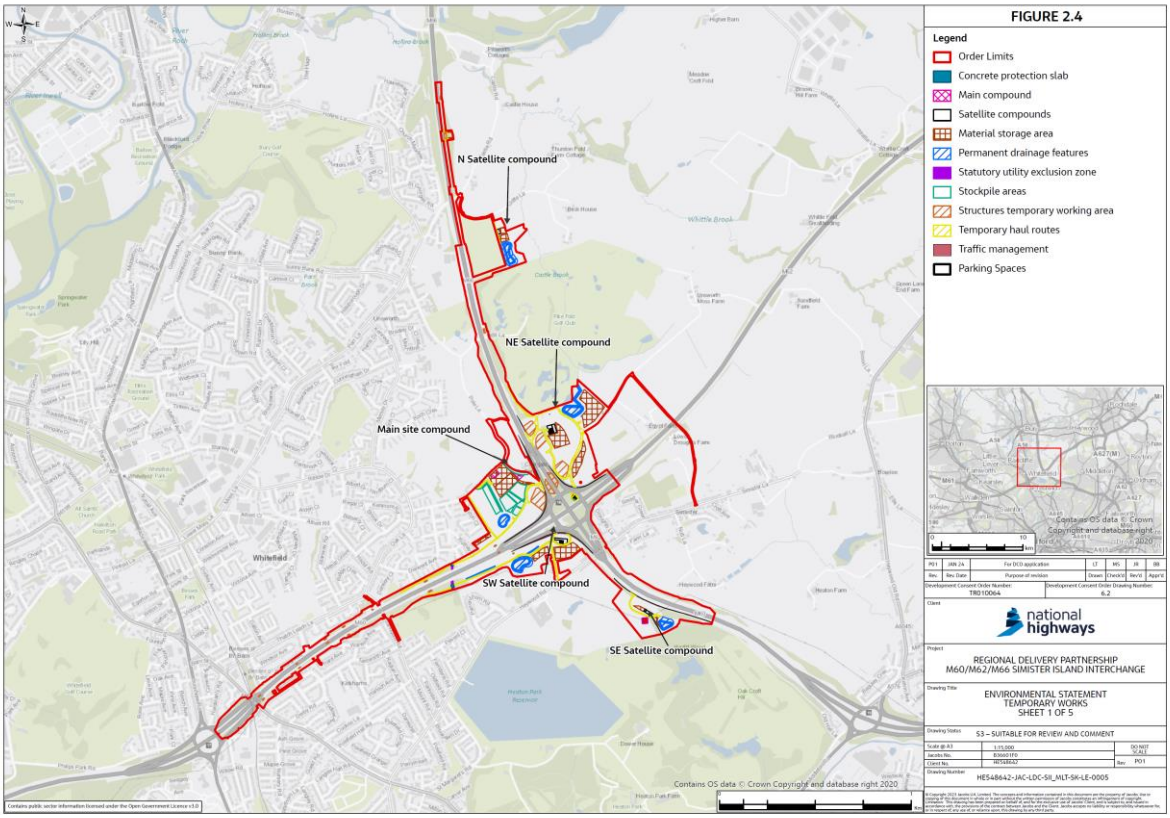

Figure 2 - Temporary Works Layout

5.6.3 A temporary access and egress from the M60 CW Junction 18 off-slip onto the M66 NB on-slip will access and egress the main site compound.

5.6.4 Construction traffic accessing the site compound will be required to use the temporary access and egress constructed off the SRN. Private vehicles accessing the compound will use Mode Hill Lane.

5.6.5 Construction staff parking will be provided at all main compounds and satellite compounds across the Scheme. It is intended that construction staff will utilise minibuses and vehicle sharing from main compound areas to work fronts and local compounds to reduce the volume of construction traffic.

5.7 Signage for construction related traffic

5.7.1 Appropriate signage will be in place to guide construction traffic (including construction staff) in and out of the main construction compounds, laydown areas, satellite compounds and the main construction sites along the M60, M62, M66 and LRN.

5.7.2 Signage will guide construction staff to the designated construction parking bays.

5.7.3 The location of signage will be developed in consultation with the relevant local highway authorities and will be in accordance with the Traffic Signs Manual: Chapter 8 (Department for Transport, 2009).

5.7.4 Signage will be installed locally to advise construction traffic of the permitted, permitted with restrictions and excluded routes.

5.8 Restrictions - Speed limits

5.8.1 Speed restrictions will be in place from when the works commence until full Scheme completion. The speed limits will be installed in accordance with the DMRB GD 904 guidance from National Highways (Highways England, 2020).

5.8.2 The speed restrictions during construction of the Scheme will be designed to be no lower than those required to maintain safety for both road workers and road users.

5.8.3 The Scheme will consider using Highest Safest Speed where practical to keep traffic flowing as freely as practical while maintaining the safety of construction workers and public road users. This is to align with National Highways' ambitions to continue improving the customer journey experience when travelling on the SRN. The speed limits for the Scheme will be defined in the TMP, which will be developed from this Outline TMP for implementation during construction.

5.8.4 The current M60 west of Junction 18 and M62 east of Junction 18 have variable mandatory speed limits (VMSL) as they are Smart Motorways; the national speed limit is the maximum within these VMSL sections. The M60 south of Junction 18 and M66 are standard motorways without VMSL with national speed limit. It is anticipated that temporary speed limits will be required on the SRN to facilitate the construction works on the M60, M62 and M66.

5.8.5 In agreeing speed limits to be imposed, the Applicant will consult relevant stakeholders. Consideration will also be given to the available lane widths. As identified in National Highways' Dynamic Road Works Vision, the road works will be designed with the aim to maintain a highest safe speed limit and will evidence the constraints present which mean the permanent speed limit cannot be maintained.

5.9 Restrictions - Closures

5.9.1 During the construction phase, the PC will apply for Temporary Traffic Regulation Orders (TTRO) to put in place closures on the SRN and the LRN. These typically include reduced speed limits, adoption of traffic light controls, temporary suspension to footpaths, rights of ways and bridleways, and temporary road closures.

5.9.2 Overnight lane closures in place will provisionally be from 21:00 to 06:00 (traffic count dependant).

5.9.3 Overnight full closures will provisionally be from 21:00 to 06:00 (traffic count dependant).

5.9.4 Weekend total closures will generally be targeted at a specific operation that cannot otherwise be achieved during a weekday night closure. TM restrictions would be in place from Friday at 21:00 until 06:00 on Monday (traffic count dependant).

5.9.5 The Scheme will retain the existing capacity of the network during peak hours wherever possible. There are several high-risk areas where this may not be achievable, and these are detailed in section 2.3.

5.10 Lane widths

5.10.1 Due to the limited working space on the SRN within the Scheme boundaries, lane widths will be reduced to create working room for construction activities under narrow lane running. Traffic may be pushed towards the verge, the central reserve or be in contraflow.

5.10.2 Narrow running lanes will be required for the temporary traffic management along the M60 and M66 to provide a suitable safety zone and working areas.

5.10.3 Lane widths are to be suitable for HGVs and in accordance with Chapter 8 of the Traffic Signs Manual and any additional requirements detailed in the DMRB guidance.

5.11 Incident management

5.11.1 Thorough consideration of incident management will be conducted throughout the detailed design and construction planning stages. The output will be a completed Incident Management Plan (IMP) which will be included within the TMP prior to the start of construction.

5.11.2 CCTV cameras will be installed throughout the boundaries of the Scheme area. The CCTV system will include either a temporary control centre set up for the purpose (this could be on site or remote) or may use an existing National Highways' centrally based control centre facility if capacity allows.

5.11.3 Vehicle recovery within the boundaries of the 'Free Recovery Area' will be provided during the construction period from the commencement of narrow lane restrictions and hard shoulder running works on the M60 and

M66 and this will be maintained until these restrictions are removed. The recovery will be managed by a reputable vehicle recovery business with relevant previous experience.

5.11.4 Identification of incidents within the 'Free Recovery Area' will be supported via the scheme temporary CCTV system and control centre. On identifying an incident, the National Highways Regional Operations Centre (ROC) and, where appropriate, the emergency services will be contacted and notified of the circumstances to enable them to initiate an appropriate response. The CCTV control centre will then alert the vehicle recovery agent who will activate recovery services and Impact Protection Vehicle (IPV) if required.

5.12 Incursion management

5.12.1 Incursion risk management will commence from the very first stages of design. The traffic management will be designed in accordance with the relevant legislation. This includes the Traffic Signs Manual (TSM) (Department for Transport, 2018) and the Construction Design and Management Regulations 2015 (CDM) and will also consider driver behaviour, fatigue, carriageway alignment, and works access and egress locations.

5.12.2 Incursions within the traffic management will be captured and monitored throughout the works and data will be analysed to identify key trends.

5.12.3 Clear signage providing information for traffic management will be displayed to members of the public to mitigate the risk of an incursion.

5.12.4 The Scheme will have a proactive approach to incursion management where incursions are discussed in the Traffic Management Forum.

5.12.5 Where closures are used, a safe system of work will be adopted to ensure workforce safety and to prevent errant vehicles from entering the works. This will be achieved at gate-points via an airlock system and an incursion warning system.

5.13 Significant Events

5.13.1 At present, the Applicant is not aware of any significant unique events planned in the surrounding area during the Scheme construction period. However, this will be monitored as the Scheme gets closer to the construction phase. The Applicant will plan temporary traffic management in line with the North West Events Register held by National Highways.

5.13.2 The Applicant is aware of regular major events and seasonal traffic likely to take place during the construction period of the Scheme. Table 4 outlines the major known events. This list will be developed through the construction planning stage.

Table 4 – Significant Events and Seasonal Traffic

Significant Events & Seasonal Traffic		
Event	**Implications with TM**	**Mitigation Measures**
Parklife Festival, Heaton Park – June (capacity c. 80,000)	Additional traffic before and after the event with general increased traffic volumes throughout	No off-peak traffic management installed during the event window. Daytime traffic management will remain in place at full network capacity. Liaise with Local Authority regarding route. Minimise or eliminate TM around area effected. CCTV, Incident Support Unit ('ISU') to help identify and clear any incidents quickly.
Manchester Pride Festival (August Bank Holiday)	Additional traffic before and after the event with general increased traffic volumes throughout	No off-peak traffic management installed during the event window. Daytime traffic management will remain in place at full network capacity. Liaise with Local Authority regarding route. Minimise or eliminate TM around area effected. CCTV, ISU to help identify and clear any incidents quickly.
Manchester Food and Drink Festival (September to October)	Possible increase in traffic and interaction with diversion routes	Limited off-peak traffic management installed during the event window. Advance notification to road users. Liaise with Local Authority regarding route.

Significant Events & Seasonal Traffic		
Event	**Implications with TM**	**Mitigation Measures**
		Minimise or eliminate TM around area effected. CCTV, ISU to help identify and clear any incidents quickly.
Manchester Christmas Markets (November to December)	Possible increase in traffic and interaction with diversion routes	Advance notification to road users. Liaise with Local Authority regarding route. Minimise or eliminate TM around area effected. CCTV, ISU to help identify and clear any incidents quickly.
The Great Manchester Run (10k & half marathon) (May)	Additional traffic on day of the event with. Possible additional traffic before and after the event	No off-peak traffic management installed during the event window. Advance notification to road users.
Manchester Marathon (April)	Additional traffic on day of the event with. Possible additional traffic before and after the event	No off-peak traffic management installed during the event window. Advance notification to road users.
Manchester Arena events (Capacity 21,000) (Various Dates)	High traffic volumes on day of event and late evening.	Night-time closures may have to be installed later if traffic counts show higher volumes of traffic. CCTV, ISU to help identify and clear any incidents quickly.
The Etihad – Manchester City matches and other events (Capacity 55,000) (Various Dates)	High traffic volumes on day of event and late evening.	Night-time closures may have to be installed later if traffic counts show higher volumes of traffic. CCTV, ISU to help identify and clear any incidents quickly.

Significant Events & Seasonal Traffic		
Event	**Implications with TM**	**Mitigation Measures**
Old Trafford Stadium – Manchester Utd matches and other events (Capacity 76,000) (Various Dates)	High traffic volumes on day of event and late evening.	Night-time closures may have to be installed later if traffic counts show higher volumes of traffic. CCTV, ISU to help identify and clear any incidents quickly.
Old Trafford Cricket Ground (Capacity 26,000 sporting events, Capacity 50,000 for concert events) (Various Dates)	High traffic volumes on day of event and late evening.	Night-time closures may have to be installed later if traffic counts show higher volumes of traffic. CCTV, ISU to help identify and clear any incidents quickly.
Trafford Centre – Peak shopping seasons, night-time shopping events, major entertainment events. (All Year)	High traffic volumes into evening hours. Weekend shoppers may be affected by weekend working.	Regular liaison with the centre. Advance VMS signs and use of signage at the shopping centre to advise customers.
Manchester Airport – Seasonal holiday travel	High traffic volumes during peak holiday seasons. Certain regular flights may clash with night-time closures which may affect regular airline customers.	Regular liaison with the airport. Advance VMS signs and use of signage at the airport to advise customers.
Ring of Red Annual Motorcycle event c. 6,000 motorcycles circular on M60 (November)	Annual event in November – will need to ensure M60 remains open during the period.	Liaison with organising groups to ensure communication and planning around the annual event.

5.13.3 Through stakeholder engagement, a schedule of known events will be prepared. This schedule will be included in the construction programme for reference when planning specific TM measures that may cause disruption. This will ensure we can plan such TM measures to avoid unwarranted disruption on the network.

5.14 Driver compliance

5.14.1 Driver compliance will be discussed with relevant local authorities, where necessary, to agree procedures for enforcement where necessary.

5.14.2 Operationally, the Applicant will monitor compliance and review layouts, lane widths signage and speed limits as necessary to improve driver compliance.

5.15 Human factors

5.15.1 A customer is defined as anyone National Highways interacts with throughout the life cycle of the Scheme and is any person or organisation that uses or is affected by the SRN. This could include (but is not limited to) the following customer groups:

- Road users.
- Communities and community groups.
- Network reliant businesses.
- Emergency services.
- Communities and pressure groups.
- Tenants and persons and organisations that lease land from National Highways.
- The public who uses the SRN.

5.15.2 In the preparation of the TMP during detailed design, and prior to implementation, the design approach will be used to review proposals to ensure that the needs of all customer groups are identified and addressed in the TMP where practicable. This behavioural approach is also aligned to the Health and Safety Executive best practice guidance (n.d.) and therefore also considers the needs of the workforce in terms of safety and wellbeing from a human factor perspective.

5.15.3 National Highways will use customer insight to drive better customer experiences and deliver against National Highways' performance goals for the second Road Period (2020-25). This is outlined within the National Highways Customer Service Plan (2023 - 2024) which identifies the key focus areas for meeting and exceeding customers' expectations. The six themes in the customer service strategy work together to build National Highways' capability, improve the delivery of basics, and enable stress free journeys for customers. The Scheme will utilise the updated 'Roadworks: A customer view' implementation toolkit to support our schemes in improving the overall customer experience during construction.

5.16 Abnormal indivisible loads (AIL)

5.16.1 It is anticipated that abnormal indivisible loads (AILs) will access the Scheme via the SRN.

5.16.2 The requirements outlined below will be the responsibility of the haulage companies during the delivery of AIL components:

- Abnormal load drivers, and their convoy, would avoid residential areas where practical.
- Abnormal load deliveries would only take place during the hours agreed with both the police. National Highways Abnormal Loads Team and local highway authorities.
- To ensure the safe and effective coordination of the work, written notification of the commencement of the delivery periods would be given to the police and local highway authority within an agreed timescale to be agreed with the respective parties.
- Additional temporary warning signs may be provided on the delivery route in accordance with the requirements of the highway authority.

5.16.3 Any modifications, temporary or permanent, to the SRN or the LRN will be agreed with the local highway authority and National Highways Abnormal Loads Team prior to the delivery of AILs and regular updates would be provided as the delivery timetable is finalised with the supplier.

5.16.4 At the time of writing, the size and number of AILs for the Scheme is not known. Further assessment will need to be undertaken, to determine any temporary mitigations required, in addition to the agreement of traffic management and coordination of deliveries with National Highways Abnormal Loads Team and local highway authorities.

5.16.5 Deliveries will be scheduled to take place during off peak periods, at night or over weekend blockades to reduce the impact of these works on traffic flows.

6. Construction programme and work hours

6.1 Construction programme

6.1.1 To achieve the planned programme, construction works will be undertaken concurrently in several work locations across the Scheme from the start-on-site date.

6.1.2 The programme of works will be coordinated to allow optimum use of full road closures where required to minimise the overall number of full closures and help maintain operational efficiency on the road network. Full closures will be coordinated with local highway authorities and emergency services, and then communicated via stakeholder and community engagement methods. Due to the nature of construction, full closures will be required to facilitate certain activities.

6.2 Construction working hours

6.2.1 Normal daytime hours will be between 07:30 and 18:00 between Monday and Friday, and 07:30 and 13:00 on Saturday. In addition, there may be an hour before or after these times for site set up and close down (this would include activities such as deliveries, movement to place of work and general preparation works, but would not involve operation of plant or machinery). During the summer months, the working hours could extend to 07:00 to 21:00 to make use of the longer daylight hours.

6.2.2 Work undertaken outside standard working hours, as well as on bank holidays, is considered off-peak working. There are certain exceptions where night-time, weekend, or Bank Holiday working will be required. Night working hours will be 18:00 to 07:30 Monday to Friday and 18:00 to 07:30 on Saturdays. Sunday and Bank Holiday off-peak working hours will be 07:00 to 21:00 for daytime and 21:00 to 07:00 for night-time.

6.2.3 Certain works will be required to be undertaken outside of the standard working hours as well as on bank holidays. Off-peak working hours will be required for the following activities:

- Installation, maintenance, and removal of traffic management layouts.
- Demolition of existing structures, construction of new structures, and any potential movements of large transporters to deliver bridge superstructures and gantry steel sections to their temporary and permanent locations.
- Piling works for structures and retaining walls.
- Removal, modification, and installation of new signage/technology to existing gantries and traffic signs.
- Central reservation works where daytime working is not suitable due to existing carriageway widths or proximity to existing slip merges/diverges.

- Works on slip roads and designated free flow links where carriageway widths will not allow for daytime works.
- Online works within the verges which cannot be safely completed under the daytime working room available behind the temporary vehicle restraint barrier.
- Cross carriageway duct crossings.
- Installation/removal of street lighting and traffic signals.
- Online pavement construction and white lining of the existing carriageway and surfacing works to tie-in the existing carriageway to the new carriageway.
- Some compounds may be in 24-hour operation at certain stages of the construction programme to facilitate off-peak working.
- Emergency and planned carriageway maintenance and repair works.
- Security.
- Maintenance of plant and equipment requiring 24/7 operation such as pumps.

6.2.4 In addition, as indicated above, there will be an hour before and after these times for site set up and close. This will include activities such as deliveries, movements to place of work, unloading, general preparation works, maintenance and safety checking of plant and machinery, and site clean-up, but will not involve operation of plant or machinery for construction works. These periods are not considered to be an extension of standard working hours.

6.2.5 The two main compounds (including the concrete and asphalt batching plants) and satellite compounds will be in 24/7 operation at certain stages of the construction programme to facilitate off-peak working.

6.3 Peak and off-peak traffic hours

6.3.1 Peak traffic hours will be between the hours of 06:00–21:00. Off-peak traffic hours are between the hours of 21:00–06:00. It is noted that installing temporary traffic management such as lane closures and full carriageway closures on the SRN during off-peak hours and weekends, will only be undertaken once traffic numbers deem it safe to do so.

6.3.2 The Applicant will endeavour to maintain the network capacity during peak hours, however there is a risk that in certain locations the network capacity will need to be reduced in peak hours to facilitate works. This is detailed in section 2.3 of this document.

6.3.3 Full carriageway closures will only be undertaken on the SRN during weekday peak hours in an emergency.

7. Permitted and excluded routes for construction vehicles

7.1.1 Measures will be put in place to ensure the workforce; construction vehicles and equipment can access required locations onsite whilst minimising the impact on the LRN. Purpose built haul roads and temporary access points will be constructed to achieve this.

7.1.2 Where feasible, access into work areas will be from the SRN via temporary access points. The LRN will be used initially to allow the installation of the main compound and the satellite compounds.

7.1.3 After the construction of the SRN temporary access points, chapter 8 vehicles will not be permitted to use the LRN for access other than in emergency situations or when a critical incident has occurred on the SRN.

7.1.4 Where access from the SRN is not a feasible solution, the use of the LRN will be required to access these areas. Currently, the only location where this has been highlighted is Griffe Lane.

7.1.5 The figure below details the access points from the SRN as part of the Scheme.

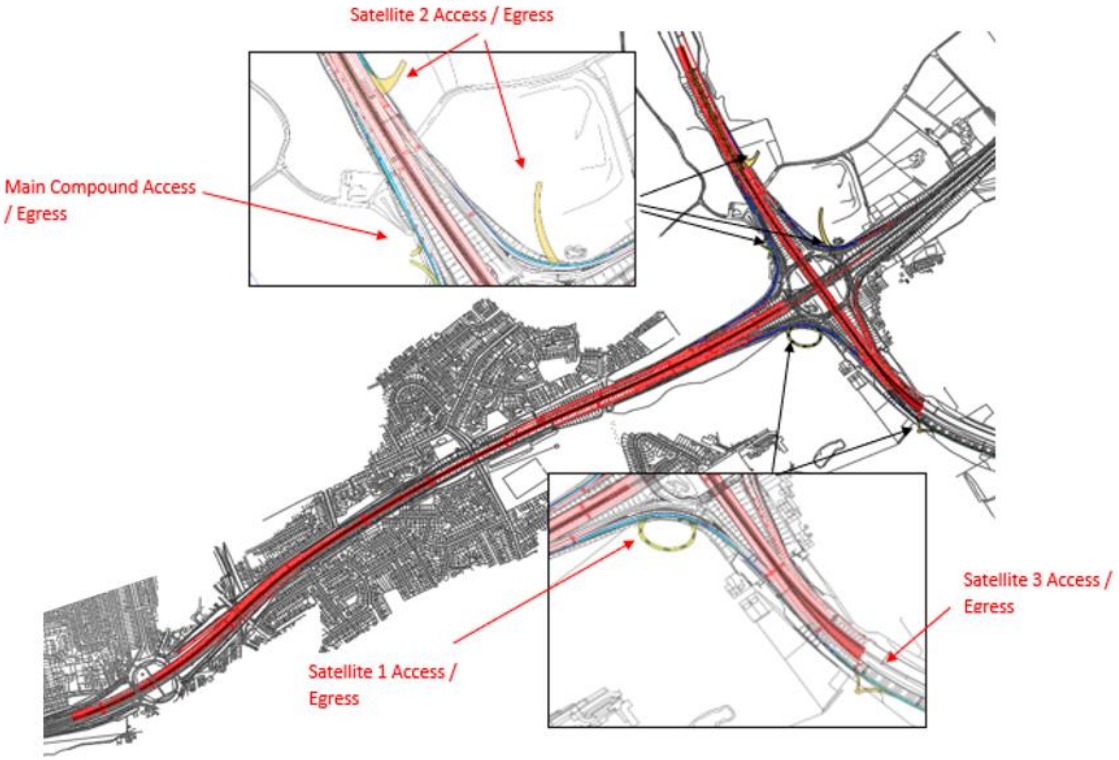

Figure 3 – Access points from the SRN

8. Public Rights of Way, footways and cycleways

8.1.1 Within the Scheme footprint, there are existing public rights of way (PRoWs), footways and cycleways. The Scheme will endeavour to maintain any affected routes where reasonably practicable. Where the routes cannot be maintained, whilst still ensuring the safety of the workforce and members of the public, suitable signed diversions will be put in place, or if an alternative is not practical the PRoWs will be temporarily suspended. Reasonable adjustments will also be made to maintain or achieve inclusive access for all users.

8.1.2 Table 5 details the diversion routes or suspensions of PRoWs, footways, and cycleways that have been identified within the Scheme alignment. Table 5 will be updated in the TMP. The PRoW, footpath and cycleways are identified in Chapter 12: Population and Human Heath of the Environmental Statement (TR010064/APP/6.1).

8.1.3 The following measures will be implemented on PRoWs, footway and cycleway routes that are affected by construction activities:

- Segregation of users from the works – in locations where construction works are close to PRoWs, footways, and cycleways, works areas would be fenced off to segregate the site works from users.
- Diversion of users onto new temporary routes – temporary diversion routes would be provided where practical and feasible, with users diverted around construction works via an adjacent PRoWs, footway, or cycleway, or locally around the perimeter of the fenced works site, with appropriate signage erected.
- Suspension of routes – where a suitable diversion cannot be provided, temporary suspension and appropriate signage would be erected at the extent of the PRoWs, footway, and cycleway route suspension to ensure that the public are informed. Communications to the wider public would be made via the Scheme's website and social media, and newsletters would also be issued to registered users.

Table 5 – Diversion routes or suspensions of PRoWs, footways and cycleways

PRoW / route	Location	Description	Temporary diversion route	Duration
Permissive path connecting Heybrook Close to Parrenthorn Rd via	Heybrook Close to Parrenthorn Rd	Permissive path that connects Derwent Avenue and Heybrook Close to Parrenthorn Road via an underpass under the M60.	Footpath diversion will be over Sandgate Road. Footpath closed to allow works close to Haweswater underpass.	Closure = 4-8 weeks Controlled crossing = 18-24 months

PRoW / route	Location	Description	Temporary diversion route	Duration
Haweswater Underpass				
Footpaths 28aPRE and 29aPRE	South of the M60 and east of Prestwich	Footpaths that form a loop to the north of bridleway 27aPRe.	PRoW will need to be closed due to the construction of the pond. Diversion will be along Simister lane alongside 27aPRE.	Indefinitely (overlaps with permanent works)
Footpath 9WHI	North-east of the M60 Junction 18	This PRoW runs along Egypt Lane before heading north parallel to the M66 and south of Pike Fold Golf Course to join Hills Lane, Unsworth.	This footpath would need to be closed during construction until the new route is constructed.	Until new route is constructed – 36-42 months
Footpath 8WHI	Crosses the M66 at Unsworth Academy	Public footpath that crosses under the M66 at Unsworth Academy.	Attenuation pond works in the field on the east side of the M66. When construction traffic is crossing the path, a controlled temporary crossing can be used next to the work area so access to the school is not hindered.	4-12 weeks
Footpath 12WHI	North-west of Simister Island, along Mode Hill Lane.	Public footpath that follows one lane track down Mode Hill Lane. C	No diversion required. The footpath will not be required to be closed however Pole Lane would be used for construction plant access during the enabling works phase and for access by construction worker cars and other small good vehicles	36-42 months

PRoW / route	Location	Description	Temporary diversion route	Duration
			during the main construction works	
Footpath 89 BUR (Griffe Lane)	Immediately adjacent to scheme (east of M66)	Connects 85BUR to 6WHI. Path No.85 to county borough Boundary Path starts from path No.85 by the motorway and continues along Griffe Lane to cross Castle Brook near the county borough boundary approximately 319m to the west of Brick House.	No diversion required. The footpath will not be required to be closed however construction traffic will use Griffee Lane. Controlled pedestrian crossings can be installed at the entrance to the site work area if required.	1-3 months
Restricted byway 84BUR	Immediately adjacent to scheme (west of M66)	79BUR to Hollins Lane. Path starts from 79BUR and runs southwards alongside the motorway.	Potential for diversion route required during piling works for the new gantry construction. Diversion route via the hags would have to be utilized.	2-4weeks

Acronyms

Abbreviation	Term
AIL	Abnormal Indivisible Loads
CCC	Customer Contact Centre
CCTV	Closed-circuit Television
CDM	Construction Design and Management Regulations
CLoCS	Construction Logistics and Community Safety
CPF	Collaborative Performance Framework
DCO	Development Consent Order
EB	Eastbound
DMRB	Design Manual for Roads and Bridges
HGV	Heavy Goods Vehicle
FORS	Fleet Operator Recognition Scheme
LRN	Local Road Network
NB	Northbound
PC	Principal Contractor
PRoW	Public Right of Way
PVMS	Portable Variable Message Signs
SB	Southbound
SRN	Strategic Road Network
TM	Traffic Management
TMP	Traffic Management Plan
TTRO	Temporary Traffic Regulation Orders
VMS	Variable Message Signs
VMSL	Variable Mandatory Speed Limits
WCH	Walkers, cyclists and horse riders
WB	Westbound

Glossary

Term	Definition
Abnormal Indivisible Loads	A load that cannot be divided for the purpose of being carried on a road without undue expense or risk of damage.
Contraflow	a temporary arrangement where traffic on a road is transferred from its usual side to share the other half of the carriageway with traffic moving in the opposite direction.
Construction Logistics and Community Safety	A national Standard that requires all stakeholders in construction to take responsibility for health & safety beyond the hoardings. It demands collaborative action to prevent fatal or serious collisions between vehicles servicing construction projects and vulnerable road users: pedestrians, cyclists, and motorcyclists.
Development Consent Order	Introduced by the Planning Act in 2008, a DCO is the means of obtaining permission for developments categorised as a Nationally Significant Infrastructure Project (NSIP).
Diversion route	A set of approved routes to follow in case of closure of motorway/major A-roads.
Eastbound	Direction of travel.
Fleet Operators Recognition Scheme	A voluntary accreditation scheme which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.
Full closures of the carriageway	Complete closure of the carriageway to avoid any forms of movement of an unauthorised vehicle and people.
Hard strip	The paved carriageway either side of the running lanes.
Haul road/route	Temporary routes which would be used during the construction-by-construction vehicles.
Lane 1 - 4	A lane reference, starting with lane 1 from the nearside to lane 4 on the offside.
Lane closures	An act of closing a lane on a motorway.
Mainline	The through carriageway of a road as opposed to a slip road or a connecting road at a Junction.
Narrow lanes	width of the standard carriageway reduced to allow safe construction works of the adjacent to the lane.
Excluded route	Local road networks and accesses that construction traffic is not permitted to use, excluding vehicles associated with traffic management.

Term	Definition
Northbound	Direction of travel.
Off-peak traffic hours	Off-peak traffic hours would be between the hours of 21:00–06:00 during the week (Monday–Friday) and weekend hours (Friday 21:00 – Monday 06:00).
Off-slip	A slip road by which traffic leaves a major road such as a motorway.
On-slip	A slip road by which traffic joins a major road such as a motorway.
Peak traffic hours	Peak traffic hours would be between the hours of 06:00–21:00.
Slip road	A connector road between a mainline carriageway and another road.
Southbound	Direction of travel.
Temporary Traffic Regulation Orders	A legal instrument that enables a traffic authority to regulate or prohibit the movement of traffic on the highway. This Order is made in accordance with the Road Traffic Regulations Act 1984.
Traffic Management	Control of traffic by means of lane closures to include temporary signals.
Variable Mandatory Speed Limit	Speed limits are displayed and come into operation when traffic volumes increase, and sensors activate lower speeds. Reducing speed during peak demand decreases stop-start conditions and allows traffic to move smoothly.
Variable Message Sign	A road sign able to display different messages.
Westbound	Direction of travel

References

Construction Design and Management Regulations 2015

Department for Transport (2009). Traffic signs manual: Chapter 8.

Health and Safety Executive (n.d.). Human factors and ergonomics. Available at: https://www.hse.gov.uk/humanfactors/.

Highways England (2020). Design Manual for Roads and Bridges: GD 904 – The use of highest safe speed limits including advice on using 60mph at/through road works. Available at: https://www.standardsforhighways.co.uk/dmrb/search/d2a7e3f6-069c-4dc8-9277-10ab532ab429.

National Highways. (2023). *Roadworks, A Customer View.* Guildford: National Highways.

Appendix A **LRN Diversion Routes**

Appendix B **Roadworks Principles – Roadworks: A Customer View**

		Key Principles	Approach	Other options considered (rejected/discounted options)
Planning and Design of Traffic Management	1	Other roadworks and improvements	• Integrated traffic management meetings with Area team, adjacent schemes, and Local Highway Authorities to avoid clashes and share resource. • Single point of communication with stakeholders receiving one combined set of information. • Regional delivery partners improving inter scheme communications, coordination, and planning. • TM planned in co-ordination with other schemes and areas across the region (National Highways and non-National Highways) • Consideration of diversion routes in co-ordination with other schemes and areas across the region (National Highways and non-National Highways) • Identify local regular forums prepared to review plans for TM. • Liaison with NOMS representative for works within the area. • Co-ordination of diversion routes at key decision points and publication once approved. • Identify and mitigate the impact of major events. • Produce schedule for local regular forums prepared to review plans for TM. • Signing on local roads to inform of incidents or roadworks on the Strategic Road Network	The Applicant is currently assessing all TM options and are still in the development stage with construction not due to start until 2025. Coordination with other major schemes and adjoining works and Local Authorities is ongoing and will assist in the development of an efficient TM arrangement.
	2	Speed of delivery	• Value Engineering and construction phasing/method opportunities to be developed during detailed design/ construction preparation stage. • Undertake scenario testing of programme to understand impacts of opportunities. • Investigate works which can be undertaken in advance during night-time closures. • Regional delivery partners to consider benefits of a programme delivery. • Review key design decisions to ensure these can be constructed without significant impact on customers. • Increasing workforce/shift patterns/productivity to maximise utilisation of the restricted road space. • Use available technology to minimise impact and maximise productivity. • Manufacturing components off-site.	

	3	Length of roadworks	• Not possible to deliver the scheme in phases due to the short length of scheme and short distance between Junctions. • Length of road works in accordance with Traffic Signs Manual, Chapter 8, Part 3 • Suitable traffic modelling of the TM proposals to understand the impact on the customer. • Formal agreements for road works not in accordance with Traffic Signs Manual, Chapter 8, Part 3 requirements	
	4	Lane width	• To be reviewed in detailed traffic management design regarding minimum road widths and available working space for the appropriate temporary speed restriction. • Consider alternative layout options, including widening non-standard/temporary 'narrow' lanes within roadworks, in design and communication of reasoning to customers. • Consider contraflow. • Alternate widths to facilitate traffic flows. • Smooth road surfaces and clear demarcation during works and after TM has been removed, and ensure sufficient budget is available to maintain this	The Applicant is currently assessing all TM options and are still in the development stage with construction not due to start until 2025. Hardening of the existing central reserve to use as a trafficked surface for additional carriageway width and wider lanes and discounting the use of lane closures during busy periods.
	5	Speed Limit	• TM phases will be designed to the highest achievable safe design speed in accordance with TSM Ch8 Pt3 A1.8 and DMRB GD_904 • Refer to IAN 182/14a. Undertake risk assessment during detailed traffic management design to develop plan to raise speed limit during commissioning works. • Temporary running surfaces (e.g. after cold milling) with a lower temporary speed limit could be considered if this would provide cost and programme benefits. • Suitable traffic modelling of the TM proposals to understand the impact on the customer	The Applicant is currently assessing all TM options and are still in the development stage with construction not due to start until 2025. However, due to the constraints identified in this TM plan, temporary speed limits will be required.
	6	Line demarcation	• Type and specification of lane demarcation will be finalised in detailed design, but specification will at least meet the recommended requirements of TSM CH8 Pt3 Appendix A1.6 • All markings required to be removed to facilitate the works will be removed in such a way to minimise damage caused to the road surface and ensure "ghosting" is not left on the carriageway. • Regular checking of marking condition will be carried out and recorded by the site Traffic Safet Control Officer (TSCO) and missing or deteriorating markings will be rectified during planned carriageway closures.	
	7	Visibility of temporary barrier	• In line with TSM CH8 O4.7.7 where safety barriers are used as delineation in Detail F or H they will be fitted with amber or red reflectors at 18m centres.	

			• Where safety barriers are used as delineation in Detail E they will be fitted with amber or red reflectors at 9m centres. • Maintenance and cleaning of barrier reflectors will be undertaken as part of the maintenance shift during planned lane or carriageway closures. • Visibility of safety barriers will be included in the scope of the RSA and further recommendations from this will be considered.	
	8	Night time visibility	• This lighting will be maintained where possible and where this cannot be achieved a risk assessment will be conducted to identify if temporary lighting is required. • Increased specification of Lane markings and VRS visibility will be assessed during design and checked via the RSA.	
Information Provision	9	Advance notice of works	• Weekly updates on Scheme website. • Weekly updates via stakeholder distribution lists. • VMS signs at strategic locations • Updates on Traffic England and Roadworks.org. • Information on electronic billboards on roadside. • Hard advance signing will be installed at least 14 days in advance of nay planned closure. • Advanced notification of programmed diversions and closures will be issued to major road users in the vicinity of the Scheme including Royal Mail. This will include providing major road users with not less than 7 working days' notice of any road closures, diversions or alternative access arrangements that may affect travel on those routes and (if available) the agreed hours of working. This will form part of a wider communications plan associated with the Scheme. The method of communication will be agreed as part of the final TMP. The Applicant will consult with Royal Mail on the content of the final TMP.	Advance notice will be provided. Scheme billboards and PVMS will be considered at the beginning of the scheme. Stakeholder liaison and media communications will be provided in collaboration with NH.
	10	Scheme information at the roadside	• To display reasons and timescales for the works • Regional approach to VMS and message content • Regular VMS signs along route providing Scheme updates. • Major Project Instruction (MPI) 48: Use Billboard signage to communicate scheme information to customers. • Direct impactful messages to assist customers understanding of why the works are there explaining when works are in progress to inform what and when works take place, for instance, new road layout & carriageway widening works, new bridge construction, testing and commissioning technology equipment etc.	Signing along the diversion routes will be used to provide information to customers along the route. PVMS will be programmed to provide journey time through site and the diverted route. Size of signs will be in accordance with TSRGD 2016 with correct x-height will apply according to the design speed of the road.
	11	Electronic signage	• Travel time reports to be shown on VMS through the scheme. • Travel time for diversion routes to be displayed.	It is intended to use PVMS through the scheme.

			• Upcoming closures and milestone messages displayed	
	12	Travel Time VMS (TTVMS)	• Include TTVMS on each either end of the scheme to inform customers prior to joining the network.	
	13	Visible progress	• Provide VMS and website updates detailing next milestone event on the scheme and countdown to completion.	
Engaging and Communicating with Customers	14	Local communications and outreach	• Include within the scheme communication plan. • Engage local communities in the scheme, arrange open door weekends and request feedback on traffic management via Scheme website / social media feed. • Use mobile engagement techniques to target high population sites	
	15	Use multiple media channels, regularly	• Scheme website • Scheme social media page • Information boards at Key Retail and service areas • MPI 55: Daily checks of the details provided on Traffic England to be undertaken by the traffic management manager for the scheme.	
	16	Impactful messages	• Include milestone achievements on the Scheme website including details/records of the works undertaken during closures. • Direct impactful messages to assist customers understanding of why the works are there explaining when works are in progress to inform what and when works take place, for instance, new road layout & carriageway widening works, new bridge construction, testing and commissioning technology equipment etc.	
	17	Explain no activity	• Detail specific activities when this may take place for instance, new road layout & carriageway widening works, new bridge construction, testing and commissioning.	
	18	Seek customer feedback on new Traffic Management	• Invite stakeholders such as police and Traffic Officers to undertake drive through and request feedback. • Undertake recorded drive through after opening following TM changes and review with TSCO, TM Manager, TM Engineer, and TM supervisor to identify any possible safety issues or defects and have them rectified as soon as safe to do so. • NH customer audit scores will be reviewed, and any areas of improvement will be identified and acted upon.	
	19	Understand customer experience	• Provide a hotline number to public relations officer who will record communication on a designated system. • NH customer audit scores will be review and any areas of improvement will be identified and acted upon. • Invite stakeholders to undertake drive through and request feedback.	

	20	Complete the feedback loop	• Monthly customer audits of the roadworks • Implement you said we did feedback page on the Scheme website	

Appendix C **Customer Requirements Log**

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
Customer	*General road user including holiday traffic*	• *Journey time reliability* • *Advance warning of closures and/or diversions* • *Appropriate diversion routes* • *Clear and prominent diversion signs* • *Maximised lane widths where possible* • *Informed of changes to the traffic management which present new alignments.* • *Accurate information when contacting the Customer Contact Centre* • *Information boards explaining reason for disruption.*	• *The Applicant will plan for notification of closures on the Scheme website. Closure schedule to detail planned closures for the scheme duration. The closure programme to be updated weekly.* • *Plans should be in place for reaching wider community given the longer distance commuting traffic that travels through the Junction. This will include local press and strategically located PVMS.* • *Scheme website to provide schematic drawings detailing upcoming changes to the traffic management layout.* • *National Highways to be provided with weekly updates to the traffic management schedule. National Highways provided with details of diversion routes and signing strategy. Contractor to present TM plan and diversion routes prior to works commencement.* • *Details of diversion routes to be incorporated on the Scheme website.* • *Utilise portable VMS signage to reinforce diversion signs and provide more visibility at night.* • *Closure clashes – not having closures on alternative routes that are not subject to diversions.* • *Pre-signing – Variable message signs available prior to Junction to advise of disruption.* • *Pre-signing requests 21 days in advance of the closures.* • *NOMS – All closures (lane and full) should be uploaded to NOMS accurately. The information should be published at least 7 days in advance of any works being started. This will be carried out by a dedicated Roadspace manager who fully complies with the NOMS*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
			process and applies for/updates the RS through NH NOMS team. • *PVMS may be used to advise customers of journey times.* • *Coordination with other Scheme under construction on the network at the same time and continual communication between schemes to provide clear and consistent messages to customers of upcoming road closures and journey times.* • *Forthcoming closure dates advertised at roadside and in media communications.* • *Publicity and media communications will include information of the purpose and timescales of the scheme.* • *Diversion route signs and information to meet driver requirements and optimise usability to minimise delay.* • *Minimise opportunities for driver error and therefore avoid unnecessary congestion.* • *Road markings to be blanked out with textured black paint where glare is an issue.* • *On the M60 and M66 lane widths should ideally not be reduced below the desirable minimum at stated in Chapter 8. However, using lane widths set to the absolute minimum (in accordance with Chapter 8) may be necessary for worker safety reasons where conditions such as traffic flows, lower approach speeds and signed speed limits allow.* • *Where TM is in place and there is no clear evidence of work ongoing, signage stating the reason for the TM should be clearly displayed for the road user to understand.*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
	HGV driver / Abnormal Load Driver	• *Journey time reliability* • *Advanced warning of closures and / or diversions* • *Appropriate diversion routes* • *Maximised lane widths where possible* • *Carriageway levels and gradients such that low slung and multi axle trailers do not ground on temporary surfaces.*	• *Sufficient notification of closures – e.g. electronic notice boards, newspaper articles, National Highways website and news coverage.* • *Closure clashes – not having closures on alternative routes that are subject to diversions through coordination with Local Authorities.* • *Diversion routes avoid narrow roads and low bridges.* • *Diversions with no (or adequate) weight limits* • *Advance communication with National Highways Abnormal Loads team to keep updated with planned works.* • *Regular communication with Freight Groups to ensure closures and diversions are communicated to drivers and operators well in advance.*
	Public Transport Bus/Coach Driver	• *Journey time reliability* • *Appropriate diversion routes* • *Maximised lane widths where possible* • *Carriageway levels and gradients such that low slung and multi axle trailers do not ground on temporary surfaces.*	• *Consultation with public transport operators on traffic management arrangements* • *Regular liaison throughout construction*
	Disabled car driver	*As General road' user; plus:* • *Method of recovery that is suitable for people with reduced mobility and their vehicles.* • *Suitable welfare facilities for disabled users at recovery drop off points*	• *Recovery vehicles are wheelchair accessible.* • *Welfare points with disabled access.*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
	Non-Motorised Users (NMU) – Pedestrians, cyclists and horse riders	• *The scheme doesn't affect any online NMU routes as it is all motorways. However, there will be temporary closures and diversions of some existing offline PRoW.* • *Advance warning of closures and diversion routes where applicable.* • *Appropriate surface on diversions put in place*	• *Identify local access groups.* • *Notification of closures on the Scheme website. Closure schedule to detail planned closures for the scheme duration. The closure programme to be updated weekly.* • *Regular liaison* • *Maintain any existing bridleway routes where appropriate (although none currently identified) providing segregation barriers with site area.* • *Temporary pedestrian signals provided where necessary.*
Stakeholder	*Major events venues:* ○ *Old Trafford Football Stadium* ○ *Old Trafford Cricket Ground* ○ *The Manchester Arena* ○ *The Etihad / Sport City* ○ *Heaton Park* ○ *The Trafford Centre*	▪ *Advance warning of closures / diversions that may impact on journey time reliability to and from venue.* ▪ *Early engagement regarding events and fixtures alongside construction traffic management programme*	▪ *Advance warning and consideration of traffic management around significant events* ▪ *Consultation on traffic management arrangements / embargos* ▪ *Regular liaison* ▪ *Use of Scheme pVMS* ▪ *Forthcoming closure dates advertised at roadside and in media communications.* ▪ *Publicity and media communications will include information of the purpose and timescales of the scheme.* ▪ *Diversion route signs and information to meet driver requirements and optimise usability to minimise delay.*
	Local manufacturing, storage and delivery companies: ○ *Heywood Distribution Park* ○ *Pilsworth Business Park* ○ *Birch Industrial Park* ○ *Other local businesses affected by the scheme*	▪ *Advance warning of closures / diversions that may impact on journey time reliability to and from venue.* ▪ *Prior engagement on traffic management plans and programme of works*	• *Advance warning and particular sensitivity around peak times, e.g. weekend closures* • *Diversion routes that can accommodate HGVs.* • *Access will be maintained.* • *Continuous liaison during the constructions works.* • *Provide detailed traffic management layouts.* ▪ *Monthly TM overview newsletter to keep local business updated with progress and future TM requirements.*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
	Moto Services (Birch Services M62)	▪ *Advance warning of closures / diversions that may impact on access into the services and numbers of customers using the services.* ▪ *Prior engagement on traffic management plans and programme of works*	• *Advance warning and particular sensitivity around peak times, e.g. weekend closures* • *Continuous liaison during the constructions works.* • *Provide detailed traffic management layout.* • *Monthly TM overview new letter to keep local business updated with progress and future TM requirements*
	Local Hospitals - North Manchester General Hospital, Prestwich Hospital, Fairfield General Hospital etc.	▪ *Advance warning of closures / diversions that may impact on journey time reliability to and from the hospital.* ▪ *Prior engagement on traffic management plans and programme of works*	• *Consultation on traffic management arrangements / embargos* • *Regular liaison* • *Use of Scheme pVMS* • *Forthcoming closure dates advertised at roadside and in media communications.* • *Publicity and media communications will include information of the purpose and timescales of the scheme.* • *Diversion route signs and information to meet driver requirements and optimise usability to minimise delay.*
	Utility companies	▪ *Advance warning of closures / diversions that may impact on access to their assets.* ▪ *Prior engagement on traffic management plans and programme of works*	• *Access will be maintained.* • *Continuous liaison during the constructions works.* • *Provide detailed traffic management layout.* • *Monthly TM forum meeting to keep utility companies updated with progress and future TM requirements*
	Residential and businesses adjacent to highway works	▪ *Access to their properties* ▪ *Advance warning of closures / diversions that may impact on access into the services and numbers of customers using the services.* ▪ *Prior engagement on traffic management plans and programme of works*	• *Maintain access to properties.* • *Letter drops to advise of proposed roadworks and ongoing activities that may affect access to properties for short durations.* • *Monthly TM overview new letter to keep residents updated with progress and future TM requirements*
	Bus and coach operators – all providers that have routes through the network as well as any LRN impacts	▪ *As an operator / commuter managing journey time reliability during the construction period*	• *Consultation with public transport operators on traffic management arrangements* • *Regular liaison*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
	Transport for Greater Manchester (TfGM)	▪ *Kept informed of closures beneath their bridge asset on the M60 so that joined up working can be planned.* ▪ *Advance warning of closures / diversions that may impact on access into the services and numbers of customers using their services.* ▪ *Advance warning of diversion routes on LRN*	• *Provided with weekly updates of the traffic management schedule.* • *Provide monthly Scheme updates detailing scheme progress.* • *Invitation to local TM meetings.* • *Early inclusion in the drafting of the Incident Management Plan.*
	Manchester Airport	▪ *Will need to be kept informed of closures which may affect customers commutes to airport.* ▪ *Advance warning of closures / diversions that may impact on journey time reliability to and from venue.* ▪ *Prior engagement on traffic management plans and programme of works*	• *Consultation on traffic management arrangements / embargos* • *Regular liaison* • *Use of Scheme pVMS* • *Forthcoming closure dates advertised at airport and in media communications.* • *Publicity and media communications will include information of the purpose and timescales of the scheme.* • *Diversion route signs and information to meet driver requirements and optimise usability to minimise delay.*
	Local Authorities: ○ *Bury* ○ *Rochdale* ○ *Oldham* ○ *Manchester* ○ *Salford* *Transport for Greater Manchester (TfGM)*	▪ *Clash management of closures and diversion routes.* ▪ *Early notification of closures / diversions that may impact on the highway maintenance activities such as winter maintenance.* ▪ *Impact of diversion routes causing disruption/nuisance to residents and businesses.* ▪ *Early engagement to establish the frequency and level of liaison. Identify points of contact in the organisation and agree format of information provided for presentation to customers*	• *Early consultation with Local Authorities required to establish and agree the diversion routes with detail on frequency and durations of use. Work together to minimise the disruption caused through closures and diversions.* • *Advance notification of closures and diversion routes.* • *Regular liaison – Local Authorities representative to join traffic management meetings to share upcoming TM details.* • *Emergency Plan to include call in process between the contractor's TSCO and the maintenance duty manager.* • *24/7 contract number of TSCO and compound to be included in the emergency plan.*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
Partner	*Aggregate suppliers and supply chain deliveries and movements to site*	▪ *Clear route for ease of delivery* ▪ *Journey time reliability to site* ▪ *Suitable access and egress off the SRN*	▪ *Manage haul roads to facilitate site deliveries.* ▪ *Access and egress points clearly marked and close to delivery site* ▪ *Inclusion of traffic management access and egress plans and training/instructions for entry and exit.*
	Emergency services ○ *North West Ambulance Service* ○ *Greater Manchester Police* ○ *Greater Manchester Fire and Rescue Service*	▪ *Access through works / haul road during emergencies* ▪ *Suitable diversion routes* ▪ *Advance warning of closures and / or diversions*	▪ *Process and procedure for allowing blue-light travel through the works / haul road.* ▪ *Diversion routes avoid narrow roads.* ▪ *Sufficient notification of closures* ▪ *Advance planning with emergency services of traffic management proposals* ▪ *Monthly TM forum meeting keep emergency services updated with progress and future TM requirements*
	National Highways	▪ *Ensure safety during works.* ▪ *Minimise road closures.* ▪ *Minimise narrow lane traffic management and arrangement.* ▪ *Minimise road damage.* ▪ *Minimise delays.* ▪ *Minimise works that could affect National Highways' KPI targets.* ▪ *Early engagement to establish the frequency and level of liaison. Identify points of contact in the organisation and agree format of information provided for presentation to customers.* ▪ *Early notification of closures / diversion routes* ▪ *Early engagement to discuss maintenance requirements of network and temporary access and egress throughout the construction period.*	▪ *Ensure safety standards are met throughout.* ▪ *Develop an efficient programme of works to minimise disruptive traffic management.* ▪ *Collaboration with National Highways to optimise use of traffic management.* ▪ *Information about planned closures, diversion routes should be given to NH Customer Contact Centre (CCC) to enable accurate information to be supplied to customers.* ▪ *Monthly TM overview newsletter to keep Stakeholders updated with progress and future TM requirements.* ▪ *Integrated traffic management meetings to optimise TM on the strategic network and local diversion routes.* ▪ *Regular liaison - representative from Area 10 to join traffic management meetings.* ▪ *Early engagement and collaborative approach using the Network Occupancy Management System (NOMS) and managing clash detection well in advance of works. Early*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
			identification of TTRO requirements and working together to develop the orders. ▪ *24/7 contract number for the Scheme TSCO and compound to be included in the emergency plan.* ▪ *Co-ordination of lane / full closures that may affect routine and winter maintenance treatments and emergency repairs*
	Other Schemes in Close Proximity – e.gA57 Link Roads	▪ *Early engagement and coordination to establish the frequency and level of liaison.* ▪ *Early engagement and coordination to establish closures and diversion routes.* ▪ *Need to manage potential clashes of road space and regional impact of concurrent works and particularly closures*	▪ *Integrated traffic management meetings to optimise TM on the strategic network and local diversion routes.* ▪ *Regular liaison*
Community	*Local residents to scheme*	▪ *Advance warning of closures and / or diversions* ▪ *Sensitivity to local requirements e.g. market days* ▪ *Minimal disruption due to works, including environmental factors (e.g. noise, dust, lighting) and diversion routes*	▪ *Notification and liaison with individuals and / or local group representatives/Letter drops.* ▪ *Activity curfews where possible to minimise disruption.* ▪ *Diversion route signs and information to meet driver requirements and optimise usability to reduce opportunities for error and therefore reduce congestion.* ▪ *Optimise usability to reduce opportunities for error and therefore reduce congestion*
	One-off events – Music festivals etc. *e.g. Parklife in Heaton Park*	▪ *Minimum disruption due to works to and from venue*	▪ *Closures/diversions to avoid such events and/or simultaneous activities*
Client	*Housing developments and commercial developments*	▪ *Closures and congestion during peak trading periods*	▪ *Sensitivity to trading cycle and appropriate use of diversion and/or closures*
	South Heywood Masterplan Development / Northern Gateway	▪ *Early engagement to establish the frequency and level of liaison. Identify points of contact in the organisation and*	• *Provided with weekly updates of the traffic management schedule.* • *Provide monthly Scheme updates detailing scheme progress.* • *Invitation to local TM meetings.*

Customer Requirement Log			
Customer group	**Who is affected by this Scheme?**	**What are their requirements and how are they impacted?**	**Has the TM Plan taken the requirements below into account and detailed mitigations using the customer principles?**
		agree format of information provided for presentation to customers. ▪ *Early notification of closures / diversion routes that directly affect Masterplan area*	▪ *Early inclusion in the drafting up of the Incident Management Plan.*