Garth Wymott 2

Framework Construction Traffic Management Plan

MACE (on behalf of the Ministry of Justice)

06/08/2021

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This document has 29 pages including the cover.

Document history

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Document reference: Framework CTMP

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-	DRAFT CTMP	CR	TR	DC	SY	22/06/2021
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Client signoff

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1. Introduction

1.1. Background

The Ministry of Justice (MoJ) and the National Offender Management Service (NOMS) have appointed consultants to prepare the documents required for the submission of a Hybrid Planning Application seeking outline planning permission for a new prison (referred to as Garth Wymott 2) within a secure perimeter fence, outline planning permission for a replacement boiler house, and full planning permission for a replacement bowling green and club house.

Atkins has been commissioned to prepare a Transport Assessment (TA), Outline Travel Plan (OTP), and Framework Construction Traffic Management Plan (CTMP) to support the application. Garth Wymott 2 is proposed to be a Category C Adult Male resettlement prison with a capacity of up to 1,715 located on land north of HMP Wymott, in Lancashire.

The site location is outlined on Figure 1-1.

Figure 1-1 - Site Location Plan

This Framework CTMP should be read in conjunction with the associated Transport Assessment (TA) and Outline Travel Plan (OTP) for the proposed development.

1.2. Report Purpose

This Framework CTMP outlines the systems and procedures that will be followed to warn, inform and guide road users and members of the public, through or around all works related to the construction phase of the proposed development. All employees, contractors, management staff and third parties with any involvement in the construction of the proposed development, regardless of employer (from this point forward referred to as construction personnel) must adhere to this Framework CTMP.

The Contractor responsible for the construction of the new Prison is yet to be appointed, however they will implement all elements of this Framework CTMP, risk assess all work activities and, where necessary, apply measures to eliminate/ control risks to staff or visitors. This Framework CTMP provides practical guidance on control measures that will be implemented and highlights the points for consideration and necessary actions.

1.3. Review Process

This Framework CTMP is a live document that should be reviewed annually and updated accordingly when further information is available and/or a Contractor has been appointed. However, should there be any significant changes to the Approved Codes of Practice, relevant legislation or industry guidance, then there will be a need to review the contents of this document at an earlier time.

This Framework CTMP should also be reviewed immediately after any transport related accidents/ near misses associated with the Ministry of Justice or the Contractor's area of responsibility. Such reviews should be undertaken by the Project Manager.

1.4. Structure of CTMP

This Framework CTMP includes the following sections:

- **Section 2** - Details of the proposed development, including site access arrangements;
- **Section 3** - General CTMP principles, governance and responsibilities of key staff;
- **Section 4** - Construction parameters and management measures to control construction traffic movements;
- **Section 5** - Details of the site access arrangements and security measures;
- **Section 6** – Details of how the Framework CTMP will be monitored and enforced; and
- **Section 7** - Signage principles which will be applied throughout the construction phase.

2. Development Proposals

2.1. Introduction

This section of the CTMP provides a description of the proposed development including site access arrangements and parking provision.

2.2. Development Description

Hybrid planning application seeking: Outline planning permission (with all matters reserved except for access, parking and landscaping) for a new prison (up to 74,531.71 sqm GEA) (Class C2A) within a secure perimeter fence following demolition of existing buildings and structures and together with associated engineering works; Outline planning permission for a replacement boiler house (with all matters reserved except for access); and Full planning permission for a replacement bowling green and club house (Class F2(c)). The indicative site layout is provided in Appendix A.

2.2.1. Garth Wymott 2

The indicative site layout proposes a range of buildings and facilities typical of a Category C resettlement prison, including:

- Seven new houseblocks each accommodating up to 245 prisoners (1,715 prisoners in total), totalling c.53,472 sqm GEA.
- Supporting development including kitchen, workshops, kennels, Entrance Resource Hub, Central Services Hub and support buildings, totalling c. 21,060 sqm GEA.
- Ancillary development including car parking (c. 525 spaces), internal road layout and perimeter fencing totalling 1326 linear meters enclosing a secure perimeter area of 10.5 ha.

The new prison will be designed and built to be highly sustainable and to exceed local and national planning policy requirements in terms of sustainability. MoJ's aspirations include targeting near zero carbon operations, 10% biodiversity net gain, and at least BREEAM 'Excellent' certification, with endeavours to achieving BREEAM 'Outstanding'.

Safe access will be designed into the development proposals in accordance with BREEAM Hea07[1] requirements.

2.2.2. Boiler House

The replacement boiler house is referred to as Land between HMP Wymott and HMP Garth. The footprint of the proposed boiler house and associated service yard is approximately 14m x 41m, height approximately 9m, and combined flue height approximately 22m.

2.2.3. Bowling Green and Club House

The proposed Bowling Green and Club House replaces the existing Bowling Green located off Pump House Lane and forms part of this hybrid planning application. It is proposed to relocate the Bowling Green to land to the south of HMP Wymott as shown in Figure 1-1.

The relocated Bowling Green and Club House will be single storey in height, floorspace of 72 sqm GEA, and 37 car parking spaces.

[1] Hea 07 Safe and healthy surroundings (breeam.com)

2.3. Site Access Arrangements

2.3.1. Garth Wymott 2

2.3.1.1. Vehicular Access

2.3.1.1.1. Operational Access

HMP Garth and HMP Wymott are accessed off Moss Lane via an existing priority-controlled junction. Garth Wymott 2 is proposed to be accessed via a new priority-controlled junction off Moss Lane, north of the existing HMP Garth and HMP Wymott internal access road. The location of the new access is shown on the proposed site masterplan provided in Appendix A. The layout of the operational access is shown in Appendix B (DWG: GARTH-ATK-HGN-MOSS-DR-D-0001).

2.3.1.2. Construction Access

The construction access for Garth Wymott 2 will be provided via a new temporary construction access off Moss Lane to the north of the HMP Garth and HMP Wymott internal access road. Once the construction phase has finished, the temporary construction access will be converted into the operational site access. The layout of the temporary construction access is shown in Appendix B (DWG: GARTH-ATK-HGN-MOSS-DR-D-0001).

2.3.2. Bowling Green and Club House

2.3.2.1. Vehicular Access

The Bowling Green and Club House located on land to the south of HMP Wymott is proposed to be accessed via the HMP Garth and HMP Wymott internal access road off Moss Lane. The layout of the operational access is shown in Appendix B (DWG: 608623-0000-PEV-GHX0031-ZZ-DR-C-0700).

2.3.3. Boiler House

2.3.3.1. Vehicular Access

The replacement boiler house will be accessed via the existing access road between HMP Garth and HMP Wymott, and a new entrance will be formed into the boiler house yard for HGVs.

2.4. Parking Provision

Appropriate loading/unloading and parking areas for construction vehicles and operatives will be designated to eliminate the requirement for construction vehicles to park or wait on the public highway. This will ensure that the safe and efficient operation of the public highway is not compromised. At no time will construction personnel, including contractors and suppliers, be authorised to park outside of the site boundary, including on the public highway, unless prior permission has been granted by either the relevant landowner or the Local Highway Authority.

3. General CTMP Principles

3.1. Implementation

3.1.1. Requirements

The implementation of this Framework CTMP will be mandatory. It will apply to all traffic associated with the construction phase of the proposed Garth Wymott 2 Prison. To implement this Framework CTMP effectively, the Contractor (once appointed) will be required to:

- Communicate the details of this plan to all construction personnel on site during a mandatory site induction, which will be recorded with details provided to the Health and Safety Team;
- Reiterate aspects of the CTMP as required during regular pre-start meetings, and other necessary occasions;
- Develop a Vehicle Movement Plan, where required, for specific areas of the construction site;
- Ensure that all plant operatives are provided with a copy of the Vehicle Movement Plan related to their role in the Work Area; and
- Ensure that the document is reviewed regularly and updated if required.

The minimum standards for implementation include:

- Vehicles associated with the construction phase of the Prison will have membership and certification with the FORS (Fleet Operator Recognition Scheme)/CLOCS (Construction Logistics and Community Safety) scheme;
- The Contractor (once appointed) shall adopt and promote the requirements of the Construction Logistics and Community Safety (CLOCS) scheme;
- Construction personnel accessing the works area (not including the compound), shall hold an appropriate CSCS (Construction Skills Certification Scheme certification);
- Haulage drivers will have an up to date CPC (Certificate of Professional Competence) qualification; and
- All Traffic Management personnel shall be LANTRA (National Training Organization for the Land Based Industries) qualified, and/or hold the relevant street works qualification.

3.1.2. Supply Chain Engagement

This Framework CTMP will be distributed to organisations/personnel within the supply chain, to ensure that Construction Access Routes and traffic management schemes are adhered to. This document will be provided to the suppliers on the placement of Purchase Orders and the restrictions laid out within the document will form part of that contract or order agreement.

3.1.3. Near Miss Reporting

The Contractor (once appointed) will operate a 'Near Miss' reporting system for all highways incidents. The Contractor will ensure that all accidents and near misses are recorded within this system and that drivers are instructed to report all issues through daily briefings. Any accidents or near misses involving vehicles travelling to / from the site will be recorded and investigated, referring specific incidents to the Highway Authority, as deemed necessary.

3.2. Key Personnel, Roles and Responsibilities

3.2.1. Introduction

Key personnel hold a duty of care for the planning and delivery of site activities. These positions include:

Management Team

- Senior Project Manager;
- Project Engineer;
- Health and Safety Specialists;
- Project Planner; and
- Project Manager.

Site Team

- Site Engineers;
- Site Supervisor/ Foreman;
- PVM (Plant Vehicle Movement Marshal); and
- Compound Security.

3.2.2. Works Supervisor/ Foreman

The Works Supervisor/ Foreman has responsibility for general construction traffic management, the general works area and the construction personnel under their control. They are responsible for ensuring that the following minimum standards and requirements are delivered.

General Construction Traffic Management

- A documented daily risk assessment is completed by the Works Foreman and the procedures and control measures are implemented on site;
- All highways-related works do not commence until all signage is in place. Even in an emergency, it is essential that safety is observed for construction personnel and all other road users; and
- Permissions will be obtained from the Highway Authority in line with NRWSA prior to any works commencing on the highway.

General Works Area

- All road users and construction personnel can proceed with their respective undertakings safely and with minimum inconvenience to the general public;
- All site related works are correctly fenced and sign-posted using the relevant approved signs;
- All signs and devices used are in good condition;
- All signs are removed after the completion of the work; and
- If any person is injured, the incident is reported to the Site Supervisor and the relevant authorities. Please see the accident and incident reporting and investigation procedure below for additional details.

Construction Personnel

- Workers are skilled, knowledgeable, experienced and trained appropriately to work on or near highways;
- Workers have a high awareness of traffic safety issues;
- Workers are trained in relation to all aspect of their work which involve contact with the general public;
- All workers accessing the construction site will have access to and use the following safety equipment and PPE:
  - High visibility Class 3 EN ISO 20471 workwear.
  - UV protection eyewear and sunscreen (SPF 30 as a minimum standard or better).
  - Safety helmet.

- Steel cap safety footwear;
- Hearing protection (as deemed by the RAMS).
- Eye protection (as deemed by the RAMS).
- Fire retardant overalls.

- A designated person at the construction site is responsible for ensuring that the condition of the access track and public road is not affected by either increased use or deposits of mud or debris from the work site. They will also be responsible for contacting the supervisor should the means to prevent this become insufficient;
- All construction personnel carrying out work activities, on or immediately adjacent to the site, shall:
  - Always take reasonable care for their own safety and that of others;
  - Follow the applicable requirements of this CTMP;
  - Prior to proceeding with any work, contact their supervisor or another team member, for clarification of any requirement applicable under this CTMP, if they are uncertain of what is required or how it is implemented;
  - Always obey the applicable highway rules for pedestrians and drivers, on and off site;
  - Always follow safe driving practices, including using the correct thoroughfare in accordance with any posted speed limits and safety requirements, in a manner that does not put at risk their or any other person's (e.g. passengers, fellow construction personnel or members of the public) safety at risk.
  - Conduct daily vehicle checks and ensure their vehicles are fit for purpose; and
  - Refer to the site supervisors daily risk assessment and attend the daily briefing.

4. Construction Traffic

4.1. Introduction

This section outlines the key parameters in relation to controlling construction traffic associated with the construction phase of the project. However, the Contractor responsible for the construction of Garth Wymott 2 is yet to be appointed. Therefore, this Framework CTMP should be reviewed and updated accordingly when further information is available and/or a Contractor has been appointed.

4.2. Construction Access Routes

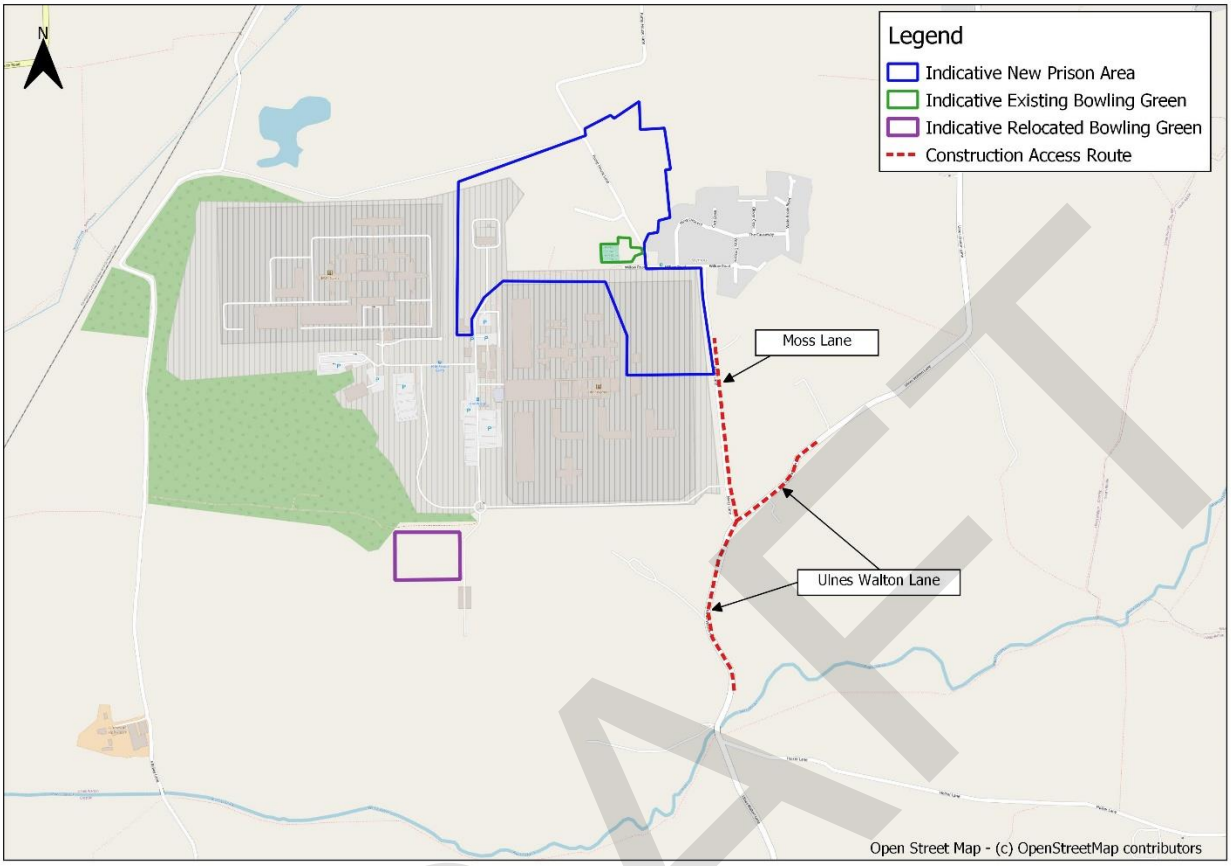
Construction traffic, deliveries by LGVs and HGVs, will be limited to pre-defined routes when travelling on the external highway network to the construction site. All construction vehicles associated with the proposed development will travel to and from the site using Ulnes Walton Road, and Moss Lane as shown on Figure 4-1. It is acknowledged that Ulnes Walton Lane is subject to a 7.5T access only weight restriction at either end; B5248 Dunkirk Road / Ulnes Walton Lane junction and A581 / Ulnes Walton Lane junction. Ulnes Walton Lane will be used to gain access to the construction site as there are no other suitable roads to provide access to the construction access off Moss Lane.

The Garth Wymott 2 temporary construction access has been assessed using AutoTrack software (see Appendix B). All construction traffic will arrive and depart Moss Lane south of the temporary construction access. No construction traffic will arrive or depart from Moss Lane north of the temporary construction access junction. Further, no construction traffic will access the construction site via Ridley Lane as this would require construction traffic to pass through the Wymott residential area. The Swept Path Analysis (SPA) indicates that a Max Legal Length UK Articulated Vehicle[2] can access the construction site access.

It is recommended that the SPA is reviewed once a Contractor has been appointed, as the contractor might use a different type of vehicle. However, all HGVs and LGVs will be required to coordinate directly with the Site Supervisor to manage vehicle movements and reduce conflict on the local highway network.

[2] The Contractor responsible for the construction of the new Prison is yet to be appointed and therefore the exact specification of the vehicles required are yet to be confirmed. A Max Legal Length UK Articulated Vehicle has been used for robustness.

Figure 4-1 - Construction Access Route



4.3. Routing Strategy

Designated Construction Access Routes have been selected to minimise the potential for adverse impacts on the local highway network. The primary considerations were:

- To use the shortest approved construction traffic route;
- To avoid settlements and any other sensitive receptors to reduce congestion and minimise effects in cities, towns and villages; and
- To minimise travel where possible.

The following factors have also been considered:

- Height, width and weight restrictions;
- Road layout, where possible to avoid sensitive receptors (schools, churches, equestrian areas and areas of high pedestrian movements);
- Visibility constraints;
- Restricted access;
- Junctions at or near capacity during peak periods;
- Road gradients; and
- No-go areas (including certain villages, junctions and other sensitive receptors).

Where possible, all deliveries will be scheduled to avoid peak hour traffic (AM and PM). All traffic controllers shall be suitably accredited and wear the mandatory PPE for this project.

4.4. Construction Traffic Flows

The Contractor responsible for the construction of Garth Wymott 2 is yet to be appointed and therefore the exact number of construction vehicles required and/or the construction programme have yet to be confirmed. Therefore, forecast construction traffic information has been estimated based on observed construction information from a recent Prison provided by the MoJ, full information in provided in Appendix C.

The construction traffic information presented below outlines the number of construction trips forecast during the peak month and the number of construction trips forecast during an average month.

4.4.1. Peak Construction Month

The number of construction trips forecast during the peak construction month are outlined in Table 4-1. The construction information presents the forecast number of HGVs (deliveries associated with the construction phase) and Cars (construction personnel). It is assumed that one HGV trip is equal to one 16 tonne Max Articulated Vehicle. It is assumed that there are 4 weeks and 20 working days in a month.

Table 4-1 – Number of Construction Vehicles on Site (Peak Month)

Vehicle	Per Day	Per Week	Per Month
Cars	1,011	5,057	20,228
HGVs	51	254	1,014
Total	**1,062**	**5,311**	**21,242**

4.4.2. Average Construction Month

The number of construction trips forecast during an average construction month are outlined in Table 4-2. The construction information presents the forecast number of HGVs (deliveries associated with the construction phase) and Cars (construction personnel). It is assumed that there are 4 weeks and 20 working days in a month.

Table 4-2 - Number of Construction Vehicles on Site (Average Month)

Vehicle	Per Day	Per Week	Per Month
Cars	426	2,129	8,514
HGVs	73	365	1,459
Total	**499**	**2,494**	**9,973**

The proposed duration of the construction phase is 36 months, with the peak construction period occurring for a 6 week period.

4.5. Control of Construction Traffic

4.5.1. Construction Hours and Delivery Times

The number of construction vehicles during the construction phase is likely to have an adverse, but temporary impact on the local highway network. Consideration will be given to the programming of vehicular movements and the timing of deliveries, therefore, reducing the impact on the local highway network. Typical working hours will be during daylight periods, although some deliveries may be programmed outside of the traditional network peak hours.

No works are to be undertaken out of hours, on a Sunday or on a Bank Holiday, without prior consultation with the relevant Local Highway Authorities and stakeholders.

4.5.2. Construction Access Routes

To ensure that construction traffic uses the designated Construction Access Routes, appropriate signage will be erected on the local highway network prior to the start of construction. Additional detail in relation to the guiding principles behind the signage schedule can be found in Section 7 of this CTMP.

4.5.3. Control of Dust and Dirt

Mud and debris on the local highway network will be kept to a minimum. The surface at the access point will be treated appropriately, where necessary this will involve track stoning (or equivalent), repairing potholes and / or reinstating any worn areas.

To prevent dust and dirt being tracked on to the highway the following measures will be adopted:

- A wheel washing station will be positioned within the compound to prevent unwanted mud and debris leaving the site;
- A road sweeper will be used as required; and
- All vehicles will be maintained appropriately, with vehicles and mud flaps being inspected before leaving site.

All parking areas will be constructed with hard surfacing. This will ensure that vehicles entering and exiting site are not required to use worn surfaces whereby mud and debris can accumulate and be transported off site and onto the public highway.

All vehicles working within the site that accumulate mud and debris will not exit the site until they have been sufficiently washed down beforehand. Wheel washing and inspection facilities will be provided to ensure the wheels and wheel arches are clean and clear of debris before the vehicle exits onto the public highway. In addition, there will always be a road sweeper on call should cleaning of the public highway be required.

4.5.4. Parking & Loading Measures

Appropriate loading/unloading and parking areas for construction vehicles will be designated to avoid the need for parking or waiting on the external highway network. Any deliveries which clash will be rejected to avoid vehicles waiting on the external highway. Upon arrival to the site, all deliveries will report to the coordinated delivery point of contact.

Whilst on-site, the delivery operation will be controlled by a trained Plant & Vehicle Marshal (PVM), from the point of guiding a vehicle to its designated off-loading area to guiding the vehicle back onto the public highway. Both the PVM and drivers will follow relevant safety procedures and operate the same-signalling systems.

Adequate parking will be provided on site to ensure that the safety and efficient operation of the public highway is not reduced. At no time will construction personnel, including contractors and suppliers, be authorised to park outside of the site boundaries, including on the public highway, unless prior permission has been granted by either the relevant landowner or the Highway Authority.

On-site parking will be managed to ensure safety of all personnel. Parking terms and regulations will be clearly displayed using signage displayed in the immediate vicinity of the parking provision.

Loading and unloading will be via a self-contained lorry lifting device where available (e.g. Hiab or Moffet). If a self-contained lifting device is not available, then appropriate equipment and space for handling individual loads will be provided at each compound. No materials or deliveries will be managed in an unsafe manner. Unloading and loading of materials will be undertaken in accordance with the risk assessment completed by the site supervisor. No loading or unloading will take place on the public highway unless pre-agreement with the Highway Authority.

All delivery drivers will require to wear the mandatory PPE (personal protective equipment) when on site and will be provided with a summary of site rules issued / advised at sign in.

No person will climb onto a trailer without fall prevention in place. All drivers will access and egress their cabs by using three points of contact. Drivers will only leave their cabs if it is safe to do so.

4.5.5. Road Safety

The temporary construction access point will be designed to ensure that no vehicle entering the site is restricted (other than abnormal loads, if required). Suitable space within the works site will be provided for all vehicles to park, unload and manoeuvre, therefore enabling all egressing vehicles to exit onto the access road in a forward-facing direction. Reversing onto any public highway will not be permitted.

For construction traffic:

- No delivery vehicles are to reverse without the direction of a PVM on the construction site;
- Delivery drivers to site will abide by highway laws;
- Special consideration should be taken to avoid U-turns and three-point turns in the highway;
- Flashing beacons or Hazard lights must always be in use;
- Where fitted and appropriate, audible reversing alarms to be used;
- Seat belts must always be worn on and off site; and
- The mandatory PPE must be worn when alighting the vehicle.

All HGV drivers will be required to attend an induction that will establish a clear set of responsibilities that drivers will be required to follow including:

- Delivery timings and coordination;
- Identification of approved HGV routes;
- Highway safety concerns;
- Adherence to speed limits;
- Instructions on how to pull over safely to alleviate long traffic platoons;
- Details of reporting accidents and 'near misses'; and
- Site rules.

4.5.6. Network Resilience

To reduce the potential for any construction traffic to have an adverse impact upon the local highway network during any planned or unplanned work and events, the measures set out in Table 4-3 will be adopted.

Table 4-3 - Measures Adopted During Events

Potential Event	Mitigation Measure
Managing traffic demand during major events on the highway (e.g. motorcycle and bicycle events, village shows, planned road closures etc) and around public holidays.	The Contractor will establish a line of communication with the Highway Authority to coordinate effectively. The Contractor will ensure that a suitable stockpile of materials is maintained to allow construction traffic movements to be reduced during any disruptive events, whilst minimising the impact to the construction programme.
Managing traffic demand during major incidents such as accidents on the highway.	The Contractor will continuously monitor traffic conditions and liaise with local stakeholders to establish a line of communication with regard to road traffic incidents. Should the Contractor be notified of any incidents, the Contractor will liaise directly with suppliers to suspend or adjust HGV deliveries along impacted routes.
Incidents involving HGV traffic blocking the highway, such as, breakdowns, accidents etc.	The Contractor and their suppliers' fleets will have arrangements with recovery companies to allow breakdowns and accidents to be cleared as quickly as possible, to minimise any disruptions on the Local Road Network (LRN). For extended delays emergency traffic management will be coordinated with the Highway Authority's approval to mitigate disruption.

4.6. Vehicle Types

The Contractor responsible for the construction of Garth Wymott 2 is yet to be appointed and therefore the exact specification of the vehicles required are yet to be confirmed.

4.6.1. HGVs

Any vehicle over 3.5 tonne is considered an HGV. HGVs will be used for the movement of bulky or large materials and are likely to be wagons but may also include other vehicles, such as lorries as low loaders delivering plant materials.

4.6.2. LGVs

Any vehicle up to 3.5 tonne, excluding cars, is considered an LGV. These vehicles will predominantly be used to move small plant and materials. Other LGVs will include long and short wheelbase vans and any minibuses (with no more than 9 seats including the driver) used to transport construction personnel between the construction compound and public transport hubs.

4.6.3. Other Vehicles

Other vehicles such as cars and small trucks will be used for monitoring and survey works alongside transporting construction personnel.

4.6.4. Abnormal and Indivisible Loads

An Abnormal Indivisible Load (AIL) is defined as a load that cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of being carried on a road and that owing to its dimensions and/or weight cannot be carried on a vehicle complying with the Road Vehicles (Construction and Use) Regulations 1986.

It is not yet known whether an AIL is required during the construction phase of Garth Wymott 2. If an AIL is required, a SPA will be required to check the suitability of the construction access route between the strategic road network and development site.

5. Access Arrangements and Security Measures

5.1. Introduction

This section details the site access arrangements for construction traffic and personnel, alongside the proposed security measures on site.

5.2. Site Access Arrangements

5.2.1. Temporary Construction Access

Construction access to Garth Wymott 2 will be provided via a new temporary construction access off Moss Lane. The layout of the temporary construction access is shown in Appendix B (DWG: GARTH-ATK-HGN-MOSS-DR-D-0001). Construction traffic will be limited to pre-defined routes when travelling on the external highway network to the construction site. All construction vehicles associated with the proposed development will travel to and from the site using Ulnes Walton Lane, and Moss Lane.

5.2.2. Site Access Control

A Plant Vehicle Marshall (PVM) will be appointed to control access to and from the site where required. It will be the responsibility of the PVM to guide incoming traffic and be aware of any egressing vehicles. Construction vehicles delivering to the site will be under continuous control of the PVM.

The PVM will be required to wear highway-compliant high-visibility clothing. If deemed necessary, more than one PVM will be allocated. All deliveries of plant, materials and structures to the compound will be booked. Vehicles will enter and exit site in a forward direction; hence avoiding the need for reversing outside of the site boundary.

5.2.3. Security Measures

Appropriate security fencing will be established around the site. The condition and effectiveness of these boundaries will be subject to regular inspection.

Where determined necessary by the MoJ, Closed Circuit Television (CCTV) will be installed. Access to site working areas will be restricted to approved personnel only, with the Site Supervisor to monitor and manage traffic and site visitors. Lighting of the site will be implemented for the safety of staff. Lighting will be directional and will be designed to prevent light pollution and glare as much as possible.

5.2.4. Personnel Access

Security gates will be used to ensure that only authorised personnel and deliveries can enter and will remain closed at all other times. Personnel requiring access to the site for reasons other than carrying out physical construction work will be treated as a site visitor. All visitors will be granted access by appointment only and must in all cases be authorised by a senior manager at each site.

All visitors, except for authorised collection or delivery drivers, shall always be the responsibility of the permanent pass holder whilst on site and must sign in at security. Visitors must always use the pedestrian walkways and access gates provided for safe and easy access to site office.

Compounds will be segregated into non-PPE and PPE areas. Personnel will not be allowed access into PPE areas without the appropriate equipment as per construction standards.

The Contractor will provide a robust system of inductions, safety briefings, task briefing statements and work package plans for any works. Visitors will always be inducted and escorted on site.

Gates will be padlocked, and site supervisors will be on duty to control the site access and ensure no members of the public can enter the site without authorisation from the relevant personnel (where appropriate).

5.2.5. Post Completion

Upon completion of the construction works, all temporary construction materials including direction signing will be removed

6. Monitoring and Enforcement

6.1. Introduction

This section outlines how the targets and measures contained within this Framework CTMP will be monitored to ensure compliance.

6.2. Monitoring

6.2.1. Construction Trips

To ensure compliance with the target construction movements, the Contractor will record all deliveries. This will be continuously monitored to ensure the thresholds set out are adhered to.

6.2.2. HGV Routing

Signs will be erected at all traffic management locations, marking the delivery routes. The signs will include the relevant contact number clearly displayed for public enquiries.

6.2.3. Road Safety

The Contractor will operate a 'Near Miss' reporting system for all highways incidents. The Contractor will ensure that all accidents and near misses are recorded within this system and that drivers are instructed to report all issues recorded through the system. Any accidents or near misses involving vehicles travelling to / from the site will be recorded, investigated, and reported internally, referring specific incidents to the Highway Authority as deemed necessary.

The Contractor will retain records of all incidents (e.g. speeding and driver hours) and submit to the relevant authorities upon request. If emerging issues are identified, the Contractor and the Highway Authority will initiate discussions with relevant stakeholders.

6.3. Enforcement

To ensure that the aims of the CTMP can be effectively enforced, it is important to define what will constitute a breach. The following actions will constitute a breach of the CTMP, whereby corrective measures will be required (this list is not exhaustive):

- Vehicles using prohibited routes;
- Construction workers not parking in designated areas or overspill parking on the public highway;
- Construction HGVs not adhering to the agreed routes/times; or
- Construction traffic being driven inappropriately, e.g. speeding.

On receipt of a report of a potential breach, the Contractor will investigate the circumstances accordingly using the monitoring tools available and compile a report outlining the breach and ramifications. These reports will be available upon request to the Highway Authority.

Individual employee breaches would be addressed through UK employment law whereby the three-stage process outlined above may form the basis for disciplinary proceedings.

7. Signage Principles

7.1. Introduction

This section outlines the principles of the signage strategy to be implemented as part of this Framework CTMP.

7.2. Principles of Signage

Temporary signage will be erected around the site access points and at other locations on the LRN to provide warning to other road users of the likely presence of construction vehicles undertaking manoeuvres. Signage will be in accordance with Chapter 8 of the Traffic Signs Regulations and General Directives (TSRGD).

The Contractor shall ensure the following principles are applied regarding signage:

- Signs and devices will be erected and displayed before work commences;
- On approaches to the Work Area signs are erected in the following sequence and then removed in the reverse order.
  - Advance warning signs;
  - Other warning signs; and
  - Instruction signs.
- Signs are placed within the driver's line of sight and at the same time not obscuring other traffic devices from the driver's line of sight;
- All signs and devices are placed in the most advantageous positions, considering the location and nature of hazard and the warning being conveyed, to provide the maximum visual impact for approaching traffic. Such signs and devices shall have an adequate clear view in advance of them (e.g. a minimum of 50m for 60km/h and a minimum of 100m for 100km/h);
- Signs and devices are placed in a manner and position, so they are not obscured from view by vegetation, parked vehicles or any other visual obstruction;
- Signs and devices are placed in a manner and position so as not to become a possible hazard to construction personnel, pedestrians or vehicles (e.g. diverting traffic into an undesirable path);
- Signs and devices shall be regularly checked for effectiveness and maintained in a satisfactory condition.
- Signs and devices are selected and placed in a manner so as not to require a driver to disobey a law unless so directed by an authorised officer, such as a police officer;
- Permanent signs which conflict with the signs required for the temporary work situation are covered or removed;
- Signs and devices are removed from the site when practical and once the hazard ceases to exist, restoring the road / footway to previous condition; and
- Original signage is uncovered or reinstalled returning the signs to their original state as a minimum.

The Contractor will ensure careful consideration is given to signage of the site to:

- Provide advance warnings to drivers of changes in the surface of the roadway, and / or any changes in the traffic conditions, and that personnel are engaged in work;
- Adequately instruct and guide traffic safely through, past or around the work site if required; and
- Provide separation of the travel path and the works area if required.

Examples of construction signage that would be introduced are shown in Figure 7-1.

Figure 7-1 - Examples of Construction Signage

7.3. Erection and Location of Signs

The Contractor will ensure that all road signs are used with approved stands or erected on posts set into the ground (where permitted by the relevant authorities).

Where signs are erected on posts set into the ground the following will apply:

- On un-kerbed roads in both rural and urban areas the sign should be at least 600mm clear of the outer edge of the road shoulder, line of guideposts or face of the guard measured towards the property boundary. The clearance should not be less than 1m nor more than 5m from the edge of the running lane and the height of the sign should be 1.5m above the nearest edge of the running lane;
- On kerbed roads, signs should be located back from the face of the kerb, no less than 300mm and no more than 1.0m. The height of the sign should be approximately 2.2m above the kerb or footway to reduce the interference from parked cars; and
- Where the signs are erected on temporary stands for short term work, they should be erected on the road shoulder in un-kerbed areas no closer than 600mm to the running lane. In kerbed areas the provisions outlined above for post-mounted signs shall be followed.

7.4. Advance and Intermediate Advance Warning Signs

Advance and intermediate advance warning signs will alert approaching vehicles of changes to road conditions, enabling road users to negotiate any travel path at an acceptable level of risk.

7.4.1. Advance Warning Signs

Advance warning signs for vehicular traffic are not required in the following situations:

- Whereby works are sufficiently remote from the roadway, meaning that no action or extra vigilance is required of a driver other than would be normally required on that section of road; and
- Where approach speeds are so low that no devices are needed to provide advance warning; i.e. signs and devices can be seen in plenty of time for drivers to take necessary action.

Intermediate advance warning signs are used where, in addition to a general warning at the onset of the roadworks, another warning is required for a specific action or change of road condition.

7.4.2. Intermediate Warning Signs

The intermediate advance warning signs are:

- Diversion Ahead; and
- Prepare to Stop.

7.5. Site Access Signage

Advanced temporary signage will be erected warning motorists and other highway users of site access points. All temporary signing strategies will be agreed with the Highway Authority prior to implementation.

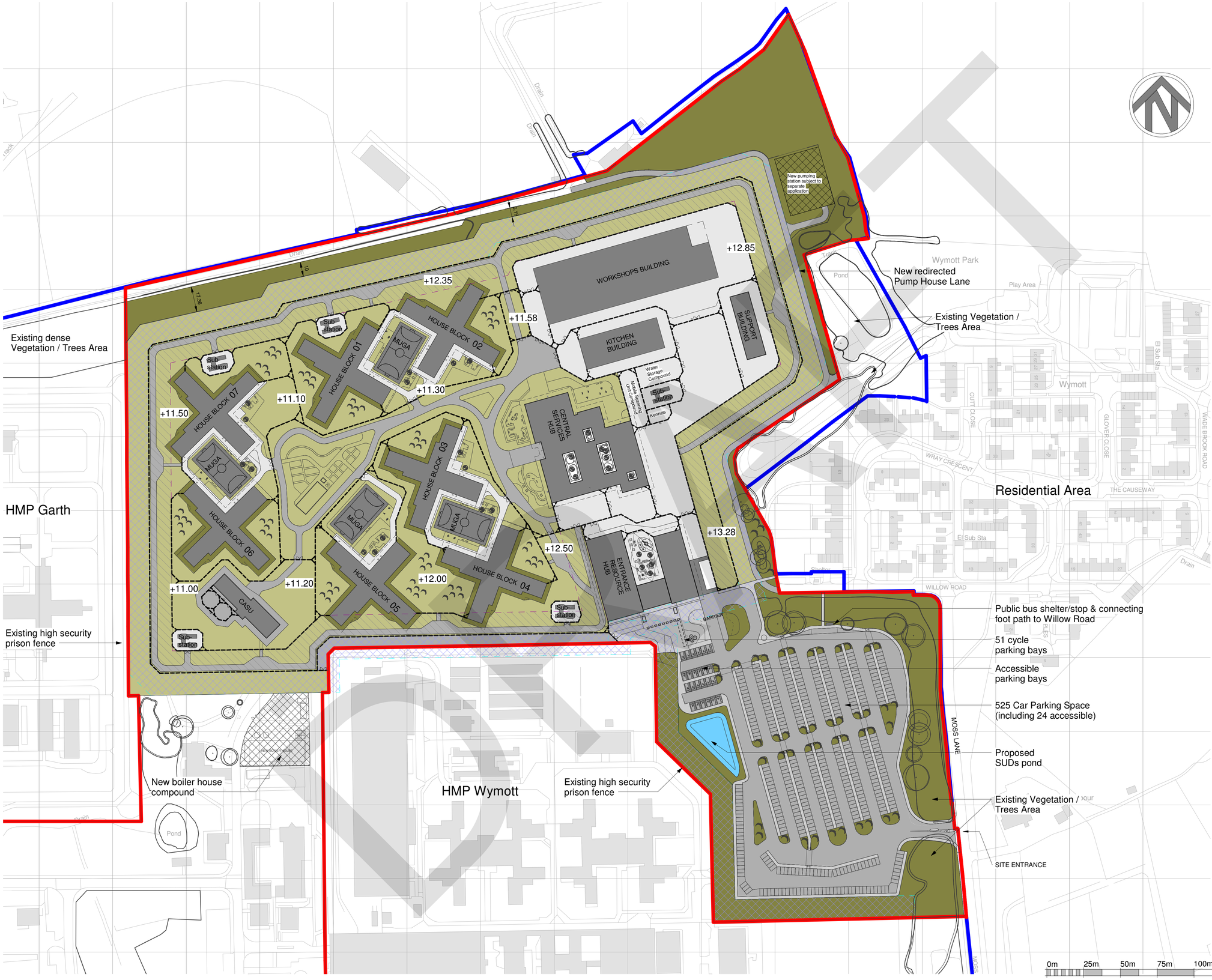
7.6. Access Route and Point Signing

Temporary signage will be erected along designated Construction Access Routes on the local highway network to provide access (directional) routeing information. These will be placed to ensure that construction vehicles and staff are able to travel directly to site. Locations of the temporary signage will be drafted in plan format and approved by the Highway Authority ahead of installation.

This temporary signage will also be provided in the vicinity of the temporary construction access and will provide warning to other road users of the likely presence of construction vehicles. Temporary signage will be produced and agreed with the Local Highway Authority.

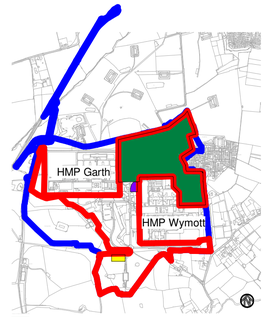
Appendices

Appendix A. Proposed Site Masterplan



- Road
- MUGA (Multi Use Games Area)
- Building Footprint
- 15m inner open space
- 15m outter open space
- Application Red Line Boundary
- Ownership Boundary
- Security Fence
- Vegetation / Trees

For proposed & existing hard and soft landscaping please refer to drawing:
608623-0000-PEV-GHX0011-XX-DR-L-0301_ Comprehensive Landscape Masterplan



- New prison site
- New boiler house site
- New bowling green site

Rev	Date	Description
P06	13.07.2021	Amendments following review
P05	09.07.2021	Amendments following review
P04	05.07.2021	Amendments following review
P03	25.06.2021	Amendments following review
P02	13.05.2021	Minor amendments following review
P01	14.04.2021	First Issue

This document references the following linked files

File Reference	Status	Revision
608623-0000-PEV-GHX0011-ZZ-M3-A-0001-D0200	S1	P 00

Project Status
RIBA Stage 2

Client
Ministry of Justice

Project
New Prisons Programme

Ministry of Justice, 102 Petty France, London, SW1H 9AJ

Project Description / Site
New Prisons Programme
Garth Wymott 2

Project Address
Site Adjacent to HMP Garth & HMP Wymott

Building Type
Site Infrastructure

Drawing Title
Site-Block Plan-Proposed-PLANNING

Originator Logo
PICK EVERARD

Drawn By	MDA	Date	14.04.2021	
Checked By	RPP	Date	14.04.2021	
Approved By	RPP	Date	14.04.2021	

Drawing Number: 608623-0000-PEV-GHX0011-ZZ-DR-A-9100
Delref: B0700

Sheet No.: 1 of 1
Scale: As indicated
Orig. Sheet Size: @ A1
Rev.: P06

Data Security Classification: OFFICIAL
Suitability: S3

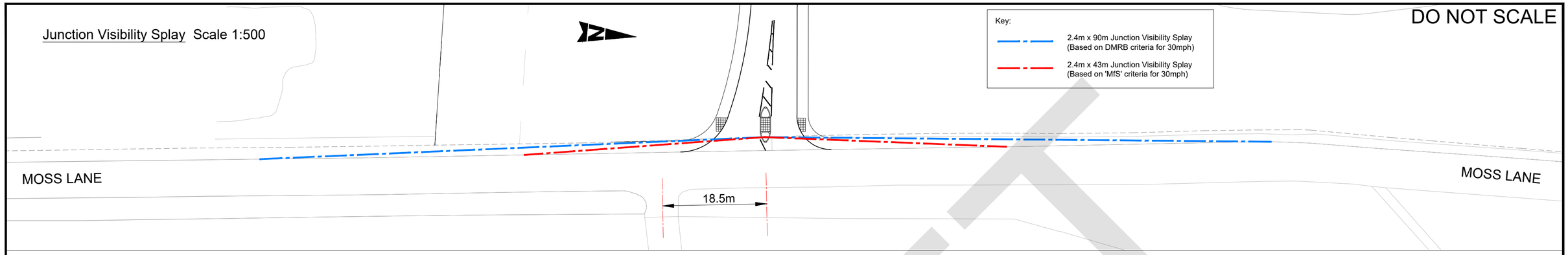
Tolerance Rev. P01

Appendix B. Site Access Design

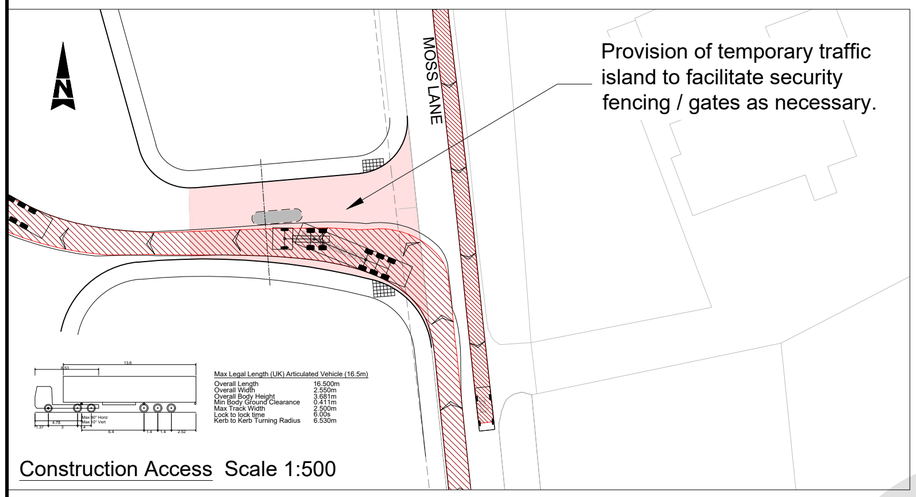
B.1. Garth Wymott 2 Site Access

Millimetres 0 10 100

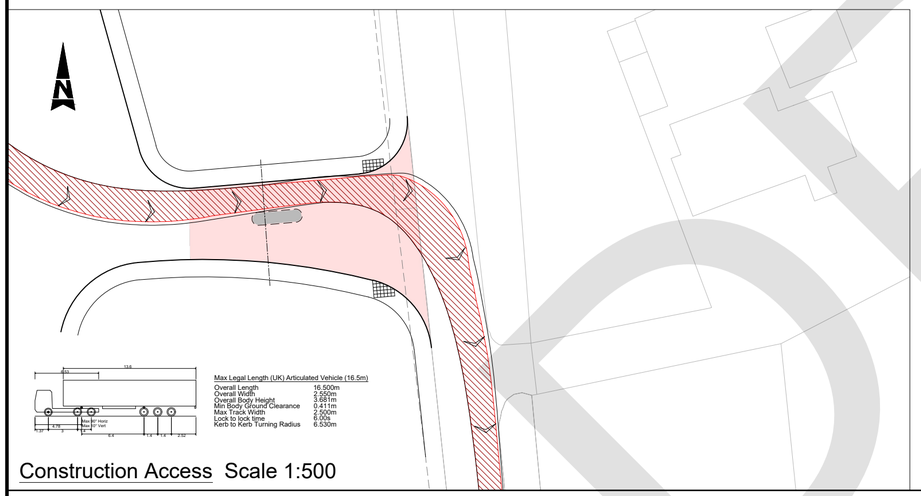
Junction Visibility Splay Scale 1:500



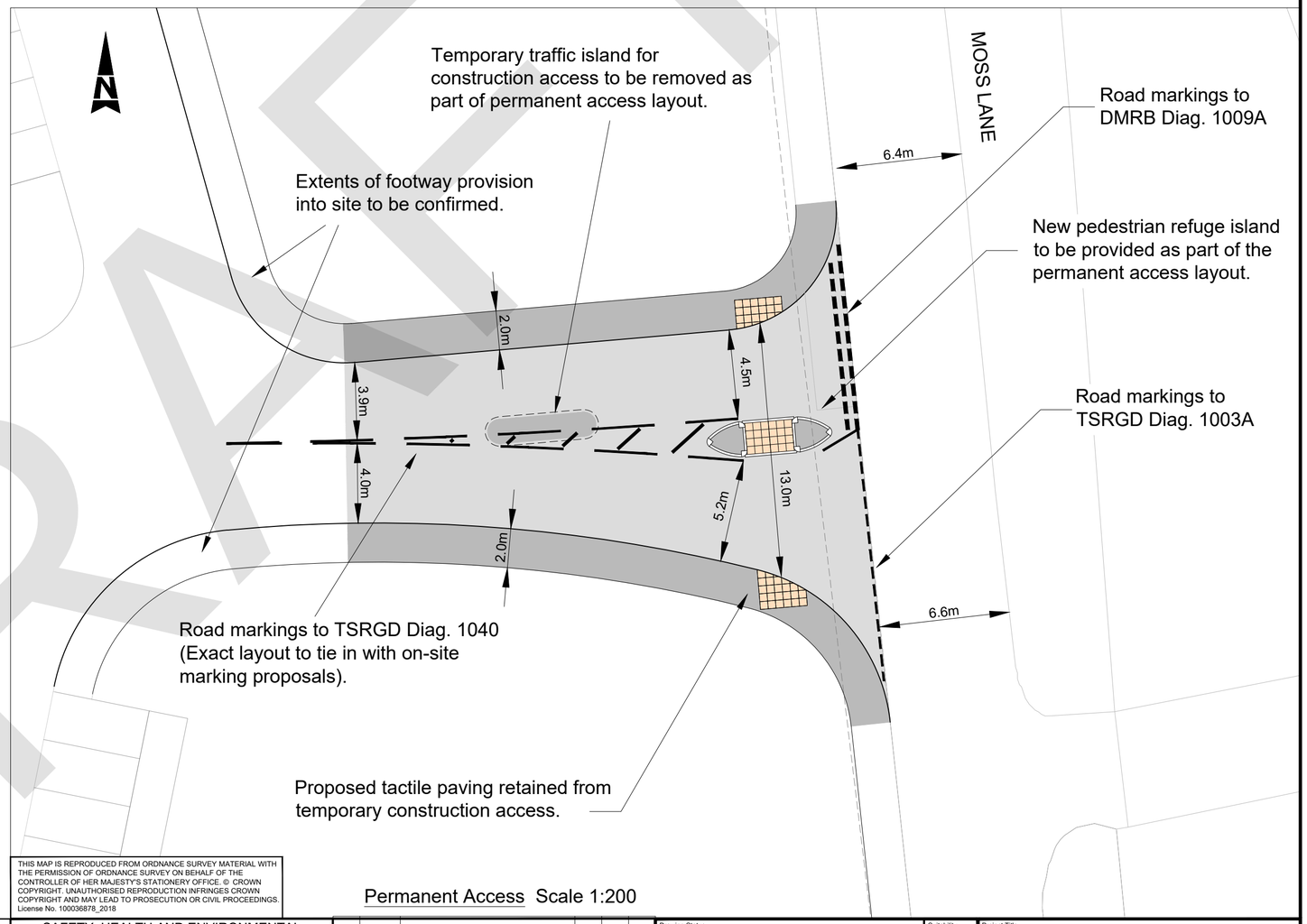
Construction Access Scale 1:500



Construction Access Scale 1:500



Permanent Access Scale 1:200



Key:

- Temporary construction surfacing
- Permanent carriageway surfacing
- Permanent Footway surfacing
- Tactile paving
- Vehicle Swept Path

Notes:

1. Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
2. Layout is based on Ordnance Survey. Subject to detailed design on Topographical Survey base.
3. Proposed junction visibility splays to be checked against existing Highway boundary information to confirm minimum standards are achieved.
4. All proposed road markings and temporary signage to be in accordance with the 'Traffic Signs Regulations and General Directions 2016'.
5. On completion of works all affected infrastructure including hedging, fencing, ditches, footways, kerbing, verges and road surfacing shall be reinstated in accordance with the Overseeing Organisation's requirements.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P2	21.06.21	90m VISIBILITY REMOVED	AE	PDE	
P1	30.03.21	DRAWING CREATED	AE	PDE	

Drawing Status: FIT FOR INFORMATION

Suitability: S2

ATKINS
The Axis
10 Holliday Street
Birmingham
West Midlands
B1 1TF
Tel: +44 (0)1214 835000
Fax: +44 (0)1214 835252
www.atkinsglobal.com

Client: MINISTRY OF JUSTICE

Project Title: HMP GARTH

Drawing Title: PROPOSED NEW ACCESS

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	AE	AE	PDE	
Original Size: A2	Date: 30.03.21	Date: 30.03.21	Date: 30.03.21	Date

Drawing Number: HA PIN GARTH - ATK - HGN - Location MOSS - Originator DR - Volume D - Type - Role - 0001 - Number

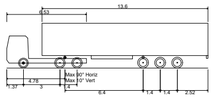
Project Ref. No.: 5200124

Revision: P2

P:\GBCFA\TP\KU\Projects\Public Realm & Design\Birmingham support\HMP Garth\CAD\DR\GARTH_ATK_HGN_MOSS_DR_D_0001_P2.dwg

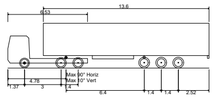
Millimetres 0 10 100

DO NOT SCALE



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

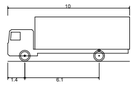


Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

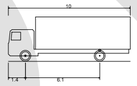
Large Car

Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Key:

Vehicle Swept Path

Notes:

1. Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
2. Layout is based on Ordnance Survey. Subject to detailed design on Topographical Survey base.
3. Proposed junction visibility splays to be checked against existing Highway boundary information to confirm minimum standards are achieved.
4. All proposed road markings and temporary signage to be in accordance with the 'Traffic Signs Regulations and General Directions 2016'.
5. On completion of works all affected infrastructure including hedging, fencing, ditches, footways, kerbing, verges and road surfacing shall be reinstated in accordance with the Overseeing Organisation's requirements.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

NONE

MAINTENANCE/CLEANING

NONE

DECOMMISSIONING/DEMOLITION

NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Chk'd	App'd
P1	30.03.21	DRAWING CREATED	AE	PDE	

Drawing Status: FIT FOR INFORMATION

Suitability: S2

ATKINS
The Axis
10 Holliday Street
Birmingham
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Tel: +44 (0)1214 835000
Fax: +44 (0)1214 835252
www.atkinsglobal.com

Client: MINISTRY OF JUSTICE

Project Title: HMP GARTH

Drawing Title: PROPOSED NEW ACCESS SWEPT PATH ANALYSIS

Scale	Designed	Drawn	Checked	Authorised
1:250	AE	AE	PDE	
Original Size: A2	Date: 30.03.21	Date: 30.03.21	Date: 30.03.21	Date

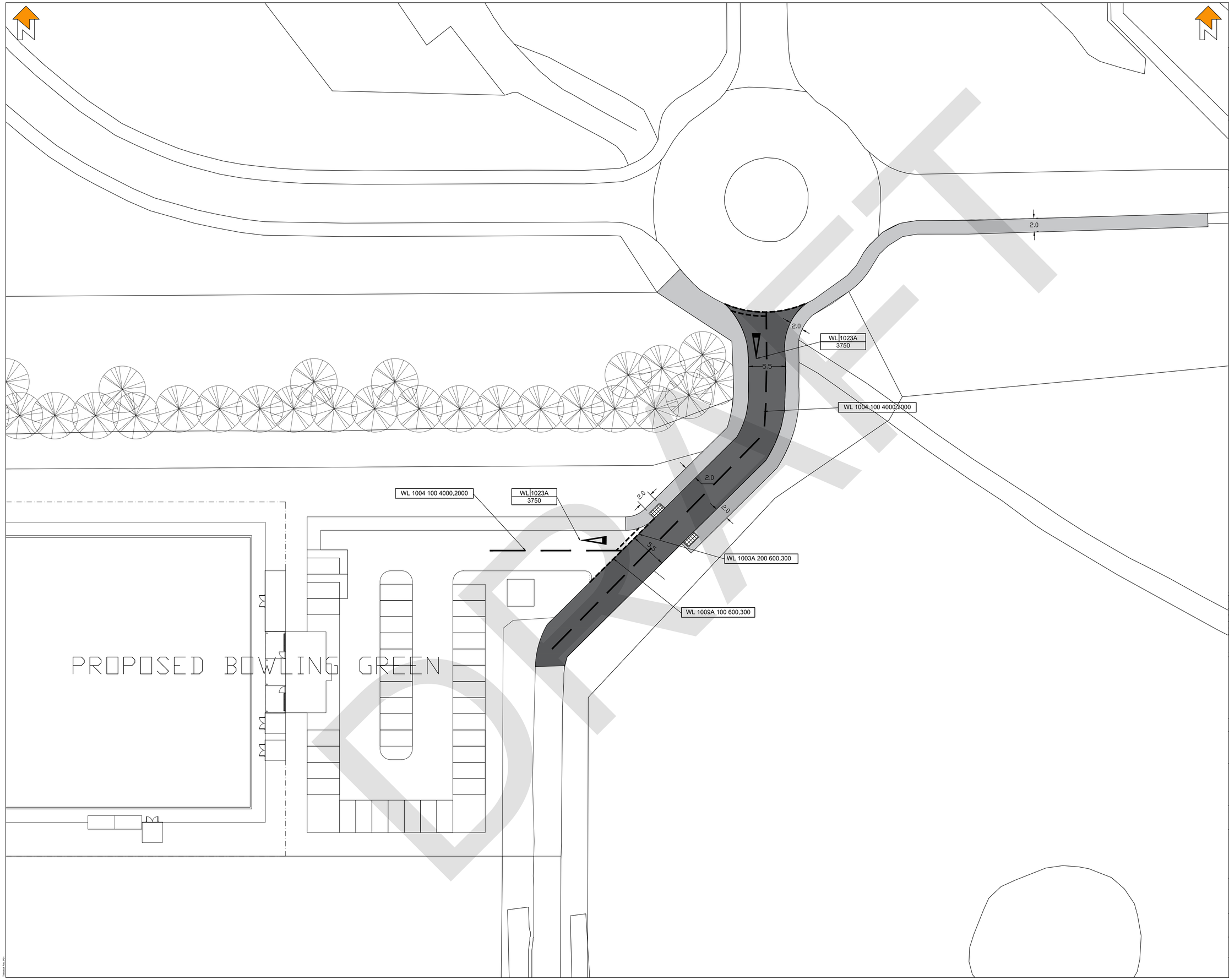
Drawing Number: HA P/N GARTH - ATK - SPA - MOSS - DR - D - 0001 (Location | Originator | Volume | Type | Role | Number)

Project Ref. No.: 5200124

Revision: P1

P:\GBCFA\TP\KU\Projects\Public Realm & Design\Birmingham support\HMP Garth\CAD\DR\GARTH_ATK_HGN_MOSS_DR_D_0001.dwg

B.2. Relocated Bowling Green and Club House Site Access



This symbol identifies a Residual Risk that is recorded on the Design Risk Register and is relevant to this drawing.

This drawing must be read in conjunction with the following project CDM documents:

608623-0000-PEV-GHX0011-XX-HS-C-0002_Design Risk Assessment

This symbol identifies a Derogation that is recorded on the Derogation Schedule and is relevant to this drawing.

This drawing must be read in conjunction with the following project Derogation documents:

N/A

The above symbols can only be read when this drawing is in colour print

PRINT IN COLOUR

NOTES:

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
3. ALL ROAD MARKINGS TO COMPLY WITH TRAFFIC SIGNS MANUAL (TSM) CHAPTER 5 AND THE TRAFFIC SIGNS AND GENERAL DIRECTIONS (TSRGD) 2016
4. PROPOSED ROAD MARKING TO TIE WITH THE EXISTING ROAD MARKINGS

KEY:

- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED TACTILE PAVING AND DROPPED KERBS .

Rev	Date	Description
P02	02021.07.08	UPDATED TO MACE COMMENTS
P01	2021.07.01	FIRST ISSUE.

Project Status
RIBA Stage 2

Client
Ministry of Justice

Project
New Prisons Programme

Ministry of Justice, 102 Petty France, London, SW1H 9AJ

Project Description / Site
New Prisons Programme
Garth Wymott 2

Project Address
Site Adjacent to HMP Garth & HMP Wymott

Building Type
Bowls Club - Site Infrastructure

Drawing Title
Proposed Highways-General Arragenement Plan

Originator Logo
PICK EVERARD

Drawn By	KJD	Date	30.06.21
Checked By	SRW	Date	30.06.21
Approved By	SRW	Date	30.06.21

Drawing Number
608623-0000-PEV-GHX0031-ZZ-DR-C-0700

Delref
D0100

Sheet No.
01 of 01

Scale
1 : 250

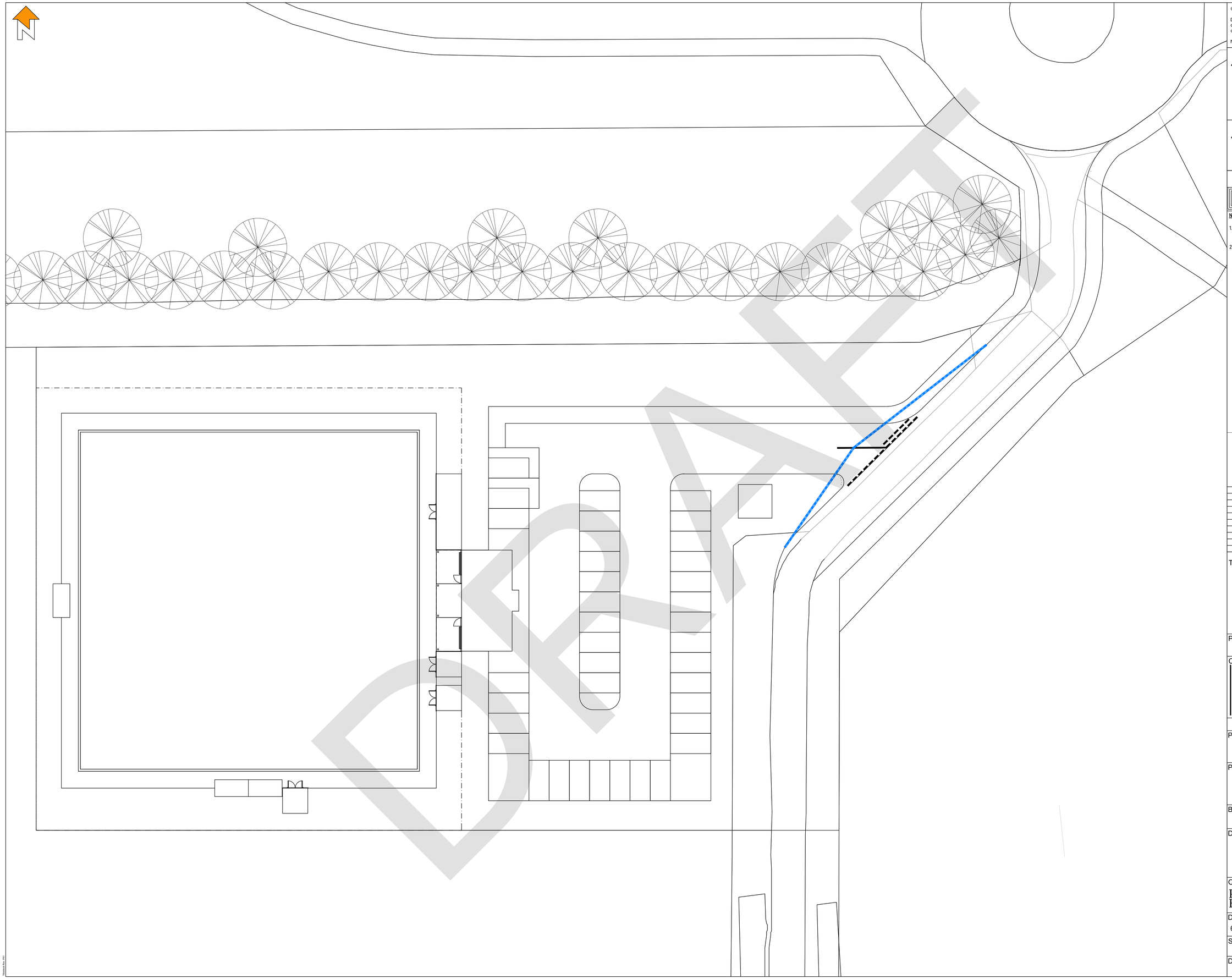
Orig. Sheet Size
@ A1

Rev.
P02

Data Security Classification
OFFICIAL

Suitability
S3

Drawing No. P01



This symbol identifies a Residual Risk that is recorded on the Design Risk Register and is relevant to this drawing.

This drawing must be read in conjunction with the following project CDM documents:

608623-0000-PEV-GHX0011-XX-HS-C-0002_Design Risk Assessment

This symbol identifies a Derogation that is recorded on the Derogation Schedule and is relevant to this drawing.

This drawing must be read in conjunction with the following project Derogation documents:

N/A

The above symbols can only be read when this drawing is in colour print

PRINT IN COLOUR

NOTES:

1. VISIBILITY SPLAYS CALCULATED FROM LANCASHIRE COUNTY COUNCIL CREATING CIVILIZED STREETS TECHNICAL NOTE AND THE DESIGN MANUAL FOR STREETS
2. ASSUMED 85TH PERCENTILE SPEEDS ARE 15mph WHICH REQUIRE A VISIBILITY DISTANCE OF 17m

JUNCTION VISIBILITY SIGHT LINES
2.4m x 17m (15mph)

Rev	Date	Description
P01	2021.06.10	FIRST ISSUE

This document references the following linked files

File Reference	Status	Revision
N/A	N/A	N/A

Project Status
RIBA Stage 2

Client
Ministry of Justice

Project
New Prisons Programme

Ministry of Justice, 102 Petty France, London, SW1H 9AJ

Project Description / Site
New Prisons Programme
Garth Wymott 2

Project Address
Site Adjacent to HMP Garth & HMP Wymott

Building Type
Bowls Club - Site Infrastructure

Drawing Title
Visibility Splay Plan

Originator Logo
PICK EVERARD

Drawn By	MHA	Date	10.06.2021
Checked By	PCA	Date	10.06.2021
Approved By	PCA	Date	10.06.2021

Drawing Number
608623-0000-PEV-GHX0031-ZZ-DR-C-2600

Delref
D0100

Sheet No.
01 of 01

Scale
1 : 200

Orig. Sheet Size
@ A1

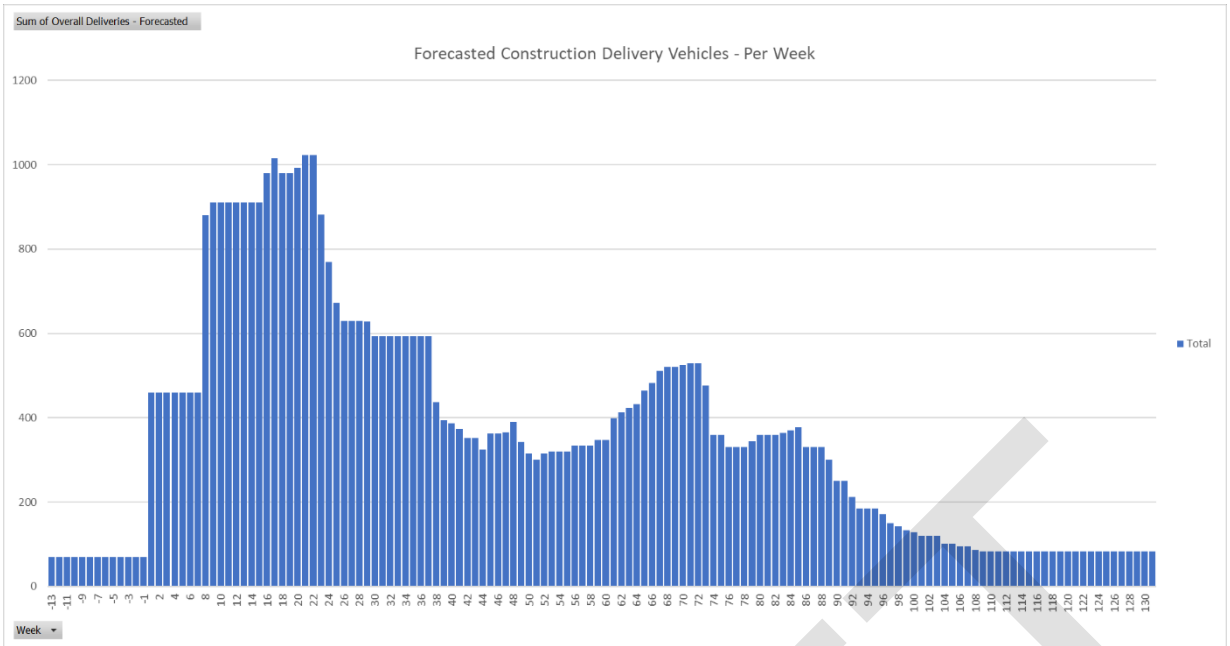
Rev.
P01

Data Security Classification
OFFICIAL

Suitability
S3

Template Rev: 001

Appendix C. Construction Traffic Trips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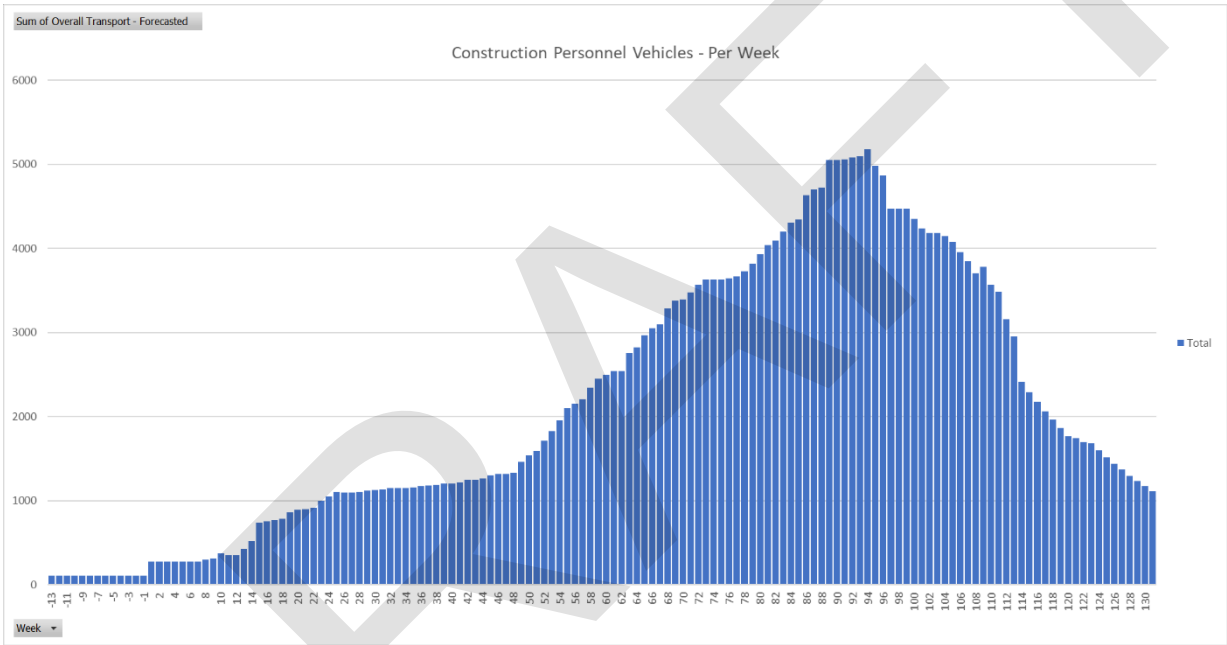
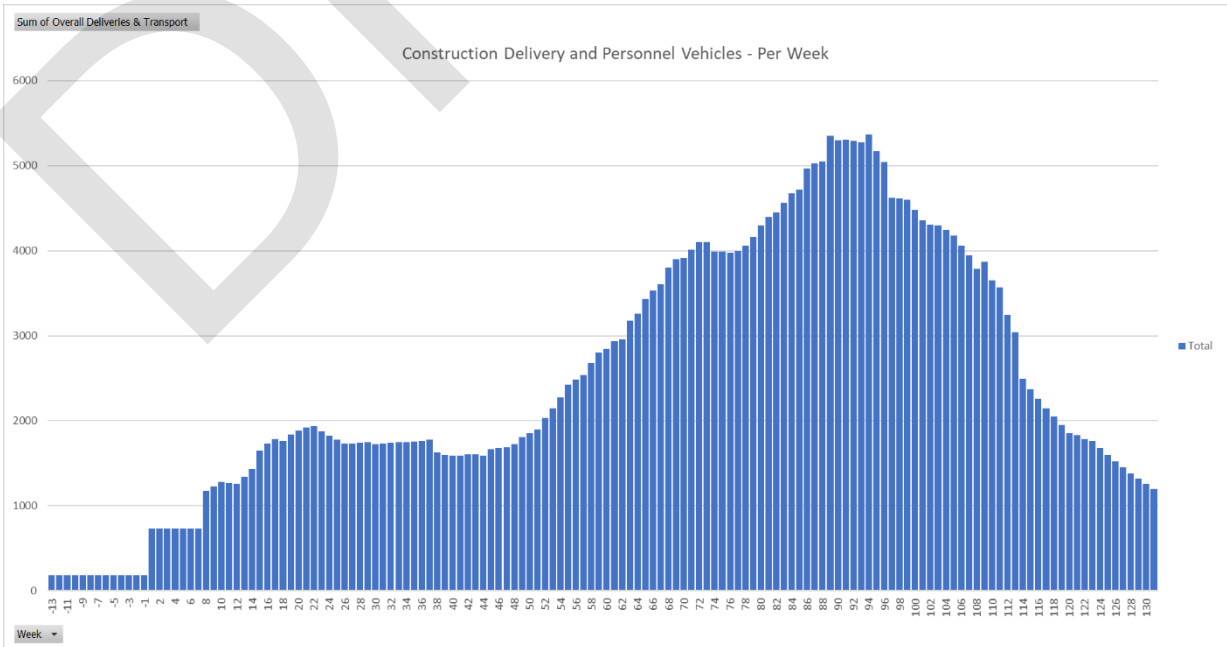
Forecasted Construction Delivery Vehicles - Per Week
Total
Week


Sum of Overall Transport - Forecasted
Construction Personnel Vehicles - Per Week
Total
Week


Sum of Overall Deliveries & Transport
Construction Delivery and Personnel Vehicles - Per Week
Total
Week

Atkins
Atkins Limited
The Axis
10 Holliday Street
Birmingham
B1 1TF