

Reference	SMS 4.1	Traffic Management Plan	RENAKER
Originator	M Stubbs		
Revision	07		

TRAFFIC MANAGEMENT PLAN

VITA Student 9B

Corner of Medlock & Hulme Street, Manchester, M1 5GH

REVISION HISTORY:

Rev	Main Comments	Prepared By: / Signature	Project Manager Approval Signature:	DATE:
A.	FIRST ISSUE	LEE HICKEY	L HICKEY	23/05/25

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1. Introduction

This plan to stipulate the project manager's requirements for the safe completion of the construction phase of the project with relation to traffic management. In order to complete this, risks to both site operatives and the general public i.e. road users, pedestrians, and vulnerable groups (children, elderly and disabled etc) will be assessed and suitable control measures adopted to protect them from nuisance and injury involving traffic travelling around the project and / or visiting.

During the planning stages the project logistics will be appraised and following contact and approval with the Local Authority (LA), diversions and / or temporary road or pavement closures may be introduced. The designated project Traffic Management coordinator will then formulate a risk assessment in relation to the traffic management required both external of the project perimeter and internally for both vehicles and pedestrians. Following this, a plan layout will be produced clearly annotated with the pertinent issues. All documents will be approved by the project manager and the plan / layout will be communicated throughout the project team and during induction. A copy should also be displayed in prominent positions around site.

2. Project Particulars

Project Description

The proposed scheme for Plot 9B provides purpose-built student residential accommodation throughout the upper floors with an offering of communal amenities at ground floor and first floor. The cores are split evenly across the building, rising from ground to roof. The cores contain the majority of the building's services risers, firefighting shafts and vertical circulation. The upper floors consist entirely of residential accommodation arranged in studios. The residential accommodation is accessed via corridors located centrally along the axis of the building. The back of house and service areas are predominantly located to the north elevations, which offer access for maintenance and servicing. Roof plant has been located towards the north east of the building and will be cloaked by the building's crown.

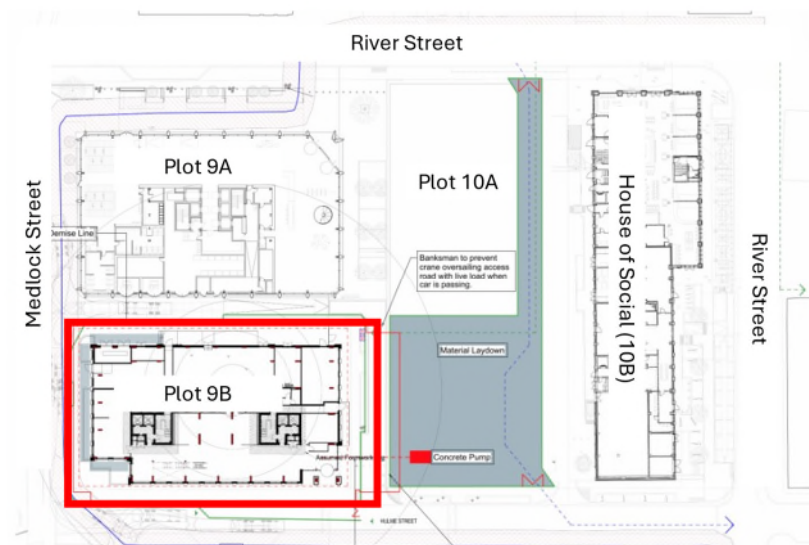
Programme

Commence date 22/09/25 with an anticipated duration of 144 weeks.

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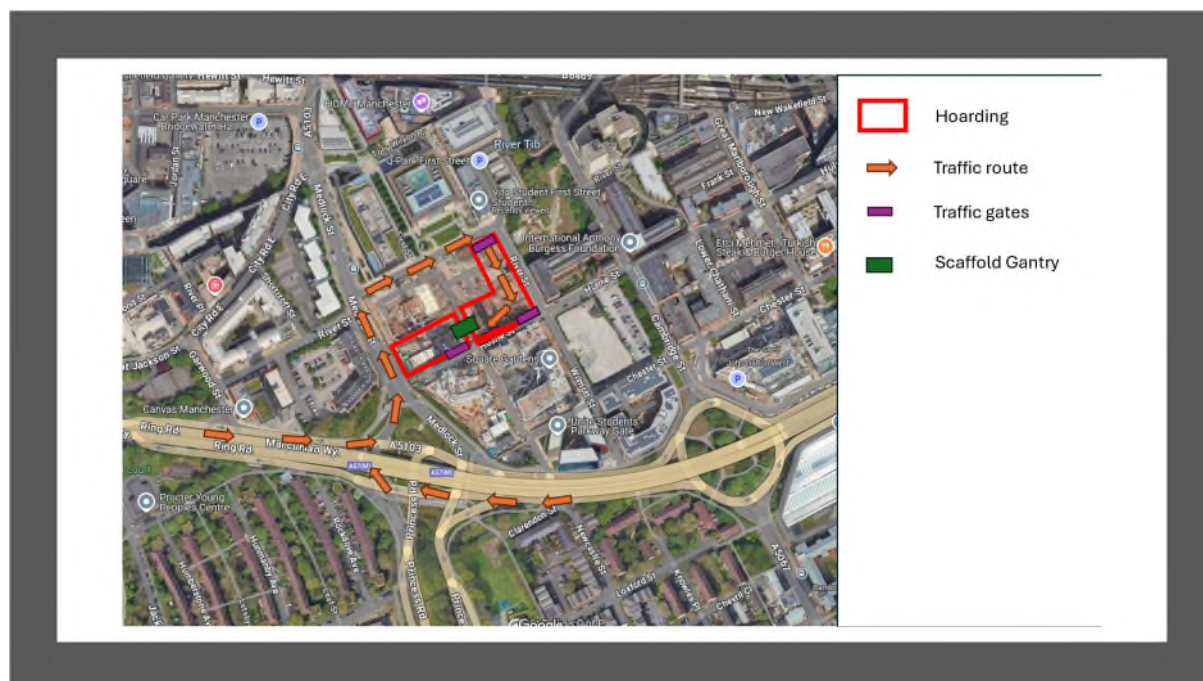
Location

The project is located just off Medlock Street on River Street (M1 5GH)



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Direction Map



3. External Project Issues

3.1 Approved Traffic Schemes / Licences

Copies of approved schemes or licences will be held in Appendix A of this plan and all works will be conducted under a safe system of work using competent personnel and approved by the project manager. The LA has approved the following schemes and granted the following licences:

Licence	Details / Comments
Hoarding Licence:	N/A
Highways Excavation:	N/A
Road Closures:	N/A
Road Diversions:	N/A
Footpath Closures:	N/A
Scaffold (Footpath) Licence:	Gantry from 10a and 9b agreed with Ask Estates
Others:	

3.2 Anticipated Traffic Volumes

Vehicular traffic volumes are expected to average 10 loads per day although certain activities such as large excavation and / or concrete pours may necessitate higher daily movements. The vehicular traffic generated by the project during construction phase will include:

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Group	Details / Comments
Renaker Build Ltd Staff	35
Renaker Build Ltd Site Operatives	30
Subcontractor Staff	20
Subcontractor Site Operatives	200
Earthworks Vehicles	Daily
Concrete Vehicles	Daily
Waste Removal Vehicles	Daily
Plant and Tool deliveries	Daily
Material deliveries	Daily – Subcontractors to avoid Am & PM peak periods where possible
Others:	N/A

3.3 Project Security

The site will be secured on perimeters using the following measures:

Description	Details / Comments
Welfare Pedestrian Entrance	M-Site facial recognition turnstiles will be installed to welfare.
Site Pedestrian Entrance	M-Site facial recognition turnstiles will be installed at the site entrance.
Site Vehicular Gate 1 (compound)	Pad locked
Site Vehicular Gate 2 (compound)	Pad locked
Site Vehicular Gate 1 (Site)	Pad locked
Compound Hoarding	Minimum of 2.4m high (Hoard-it spec)
Site Hoarding	Minimum of 2.4m high (Hoard-it spec)
Tower Crane Hoarding	Hoarding to the base of the tower crane is protected with a lock and covered by the site CCTV system
Out of Hours Security	Premier Security (Monday to Friday @12 hrs & Weekends @24hrs)
CCTV	Prime CCTV - 24 Hrs (Monitored out of hours)

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3.4 External Maintenance

The following controls will be implemented in order to maintain the vehicular and pedestrian traffic routes in the immediate vicinity around the project.

Description	Details / Comments
Wheel Wash	To be reviewed and agreed prior to starting on site
Jet Wash	As Required
Road Sweeper	As Required
Marshall Monitoring	Logistics Manager
Traffic Coordinator Monitoring	Logistics Manager
Other:	

- It remains the responsibility of drivers leaving the project to check that they are not carrying debris. (Driver Rules)
- Vehicles carrying loose materials will cover the load with tarpaulin sheeting or netting. (Driver Rules)

4. Internal Project Issues

4.1 Project Parking

The following groups will be afforded parking within the projects areas such as the site / designated car park and or a designated area: No parking available on site

Description	Details / Comments
Renaker Build Ltd Staff	On site parking (New car park off River St)/ Crown St staff car parking
Renaker Build Ltd Site Operatives	Public Car Park
Subcontractor Staff	Public Car Park
Subcontractor Site Operatives	Public Car Park
Onsite Plant Parking Area	On Site
Material Deliveries (See Section)	On Site
Visitors:	On site parking (Compound) / Crown St staff car parking / Public Car Park

For those not afforded a parking position there are public car parks located at:

Manchester Hulme Street Car Park (Pay by phone)

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4.2 Project Planning

The primary concern shall be the provision and maintenance of safe routes and Weekly Project meetings will take place with Health and Safety (inclusive of Traffic Management) being the first item on the agenda. This Traffic Management Plan will remain under review and will be revised as necessary to include any improvements that are necessary to make the routes safer.

Description	Details / Comments
Pedestrian Access (Segregated)	Access to both the site and compound can be gained via turnstiles on River Street
Vehicular Access (Segregated)	Via River Street
Vehicular Exit (Segregated)	Via River Street
A One Way System	River Street
Hammer head / Banjo / Stub	N/A
Haul Roads:	Via Cambridge Street – River Street – Hulme St
Crossing Points	Required from site parking (Compound) – Offices
Signage:	Signage is in place being monitored by Renaker
Illumination:	All site entrances/exits to be well lit
Restricted Width / Bearing / Height Areas:	N/A
Reversing Requirements:	Banksman / Cameras

A plan layout will be produced clearly annotated with the pertinent issues above and approved by the project manager. The plan / layout will be communicated throughout the project team and subcontractors and site operatives and maintained as required. A copy will be held in Appendix C.

4.3 Project Physical Monitoring

The traffic management coordinator in assistance to the construction and frame management will conduct regular assessments of the both the vehicular and pedestrian routes internally to monitor:

Description	Details / Comments
Width – Vehicle and Pedestrian	No issues
Surface – Anti Slip / Trip	Concrete walkways
Avoidance of Steep Slopes	No issues
Avoidance of blind / sharp bends	One way access on River Street / Via compound
Suitable Illumination	Hoarding lighting & flood lights in use
Sufficient Signage	To be reviewed regularly

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Other:	Icemelt/salt to be available
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5. Safe Vehicle Operation

5.1 Delivery Controls

All delivery drivers must report to the gateman / site office on arrival onsite. A set of delivery driver requirements will be explained which must be signed for and Offloading areas will then be agreed.

Both Renaker Build Ltd and Subcontractors must:

1. Inform delivery drivers and companies of the pertinent points of this plan ([see Visiting Driver Requirements SMS 4.1.D](#)).
2. Co-ordinate their own deliveries with the supplier.
3. Supply competent personnel to facilitate the delivery.
4. Ensure the load is loaded and stacked in a manner to allow safe movement and unloading
5. Ensure a safe system of work is in place to prevent work at height on the rear of vehicles
6. Other:

5.2 Vehicles / Mobile Plant Items

Both Renaker Build Ltd and Subcontractors must ensure:

- All vehicles should have appropriate statutory documentation and Certification e.g. test and inspections certificates / calibration certs / instruction manuals etc.
- Pre-Use and weekly inspections are conducted on vehicles and plant items
- All vehicles have their hazard / amber light flashing during manoeuvring on or around the project
- Competent personnel are supplied when reversing e.g. a vehicle banksman / CPCS Signallers.
- Items for use on the highways are DVLA Registered
- Vehicles and plant are only to be operated by competent operatives (CPCS / NPORS) in line with an approved Risk Assessment / Method statement (RAMS)
- Other:

5.3 Driver / Operator Competency

To drive or operate vehicles or plant on or around the project:

- Drivers must have the permission of the owner
- Drivers must be competent to operate the specific plant and have provided evidence of their competence before their induction
- Drivers must hold an appropriate full and current drivers' licence to drive DVLA registered items
- Before the drive vehicles or operate plant, drivers must inform their supervisor if they feel unwell and declare their fitness for driving on the Daily Activity Briefings (DABS).

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- Other:

5.4. Access to the rear of Vehicles

The priority is to eliminate the need to access the rear of vehicles. When the access to the rear of vehicles cannot be eliminated task, specific RAMS must be provided, and only fixed access must be used.

Method – 1 – Off loading using TC with slinger signaller

Method – 2 – Off load via RBL telehandler

Method – 3 – Self off load using HIAB or Moffet FLT

5.5 Vehicle Marshall Requirements:

Vehicles marshals are required to:

- Ensure they are fit for Work and Inform supervisor if not
- Only competent operatives can perform vehicle marshalling duties
- Constantly liaise with the traffic management coordinator to implement this plan.
- Coordinate with Delivery driver to complete task as quickly and efficiently as possible
- Ensure pedestrians have priority, particularly where public pedestrians
- Ensure project Vehicular or Pedestrian gates are locked
- Help maintain the segregation between pedestrians and Vehicles
- Courteously prevent unauthorised access
- Direct Delivery drivers to safe areas
- Maintain and clean gate areas and inform supervisor where required of issues
 - o Ensure no waste enters into public areas
 - o Ensure no concrete wash water etc enters gullies
- Issue Driver requirements (Appendix D) and communicate accordingly / obtain appropriate signature:
 - o Explain Manoeuvring Protocols i.e. STOP if you cannot see the marshal, agree signals etc
 - o Routes, restrictions; Speed Limits; Personal Protective Equipment, Smoking
- Ensure no unsafe work at height – Contact Supervisor where uncertainty exists
- Obtain relevant Delivery documentation and return to the traffic coordinators

5.6 Mast Climber Exclusion Zones

Exclusion zones are set up to keep people from accessing underneath mast climbers. These are to be padlocked (both in use and not in use) with the keys being signed in and out daily.

Where constant access is required under a mast climber then a scaffold crash deck is to be constructed (Mast 6).

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6. Emergency Procedures

Access provision for the Emergency service vehicles, including fire, ambulance and police will be maintained.

Access during working hours will be at both the site and compound gates. Access outside of working hours will be via those gates also. Contact details will be available with security

- 1) Trained RBL first aiders to attend the emergency immediately where applicable
- 2) RBL Management to contact the Emergency Services immediately by dialling 999 giving the known details of the emergency and exact location and direction of approach to the emergency to allow them to assess the situation and respond in an adequate manner.

7. Reference Documents

Attention is drawn to the following Acts; Regulations; HSE Approved Codes of Practice (ACOP) and Guidance in relation to construction works and operations.

- Health and Safety at Work Act 1974
- The Management of Health and Safety at Work Regulations 1999
- The Construction (Design and Management) Regulations 2015
- Safe Use of Lifting Equipment, Lifting Operations and Lifting Equipment Regulations 1998
- Provision and Use of Work Equipment Regulations 1998 and Safe Use of Equipment (HSE L22)
- HSG 136 - 2005 Workplace Transport Safety
- HSG 144 - 2009 Safe Use Of Vehicles On Site

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APPENDIX A

Schemes / Licences

N/A

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Risk Assessment

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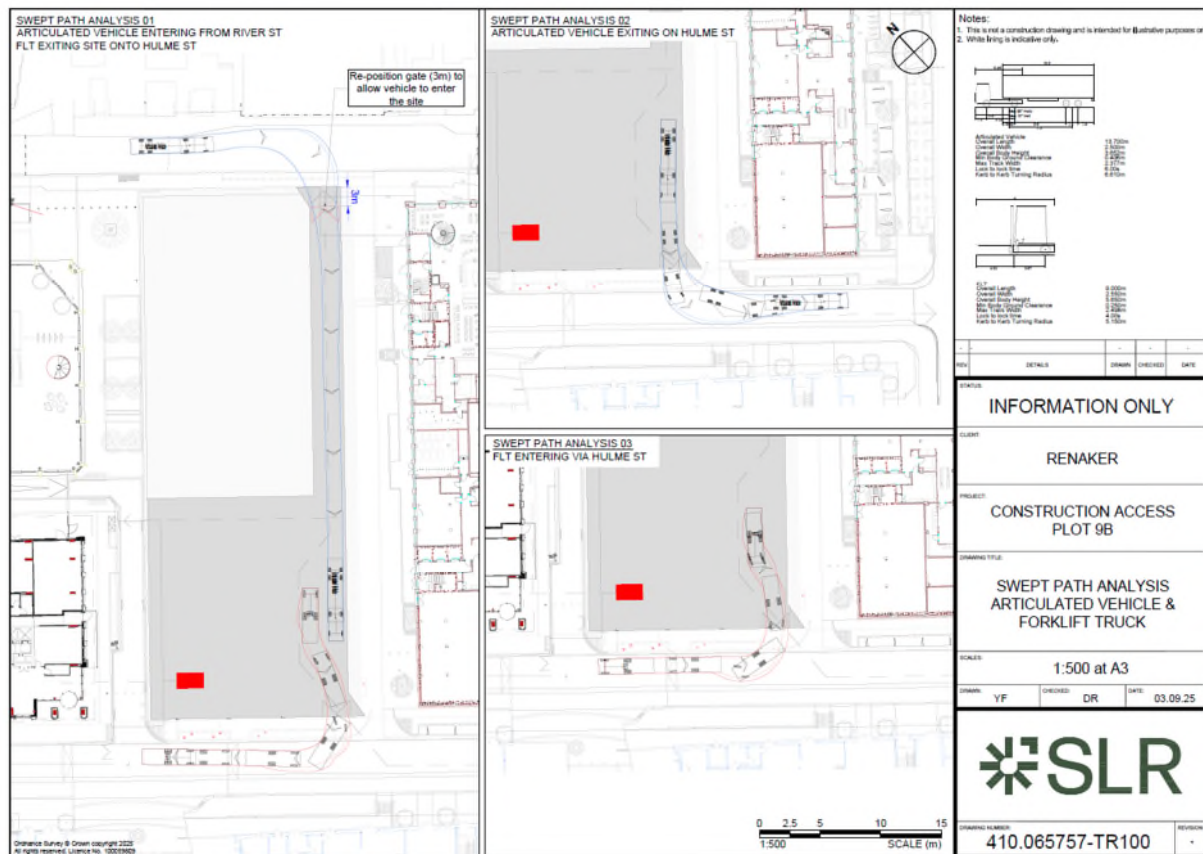
APPENDIX C

Layout Plan (digital copy attached)



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Swept path assessment into compound



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APPENDIX D

Drivers Requirements

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