

Amspec Traffic Management Plan

This document must be read in conjunction with the Blue arrow traffic management plan throughout the construction phase

(blue arrow report to follow in due course)

Date:	25/04/2024
Project:	Kings House, King St West, Manchester, M3 2WY
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Contents

- 1.0 Project Specifics**
- 2.0 Roles and Responsibilities**
- 3.0 Traffic management layouts**
- 4.0 Key considerations**

1.0 Project Specifics

Project Description & Key Information

The redevelopment of King's House to provide office spaces, a dedicated studio, bike storage, showers and drying facilities.

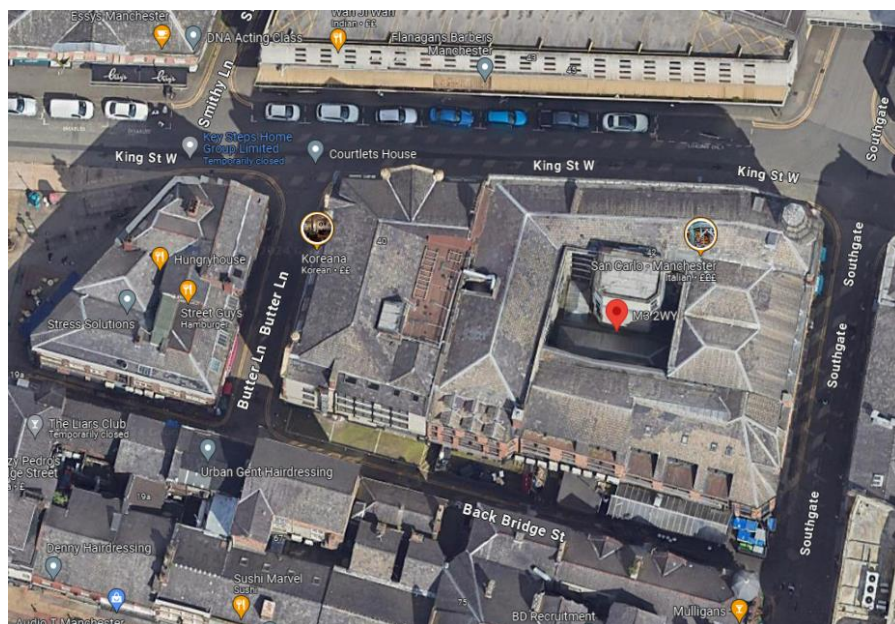
The building has been stripped out back to shell condition. Services have been isolated with temporary supplies provided.

The main phase of works is to include the following:

- New office fit-out on multiple floors,
- Basement shower and vanity space
- Cycle store amenity,
- Modernisation of 2nr existing lifts
 - The locations of the lifts are as follows:
 - Cycle lift shown basement travelling to ground floor (this is shown on the drawing for proposed general arrangement)
 - Lifts 1 & 2 are existing and will be refurbished and recommissioned.
 - Passenger lift (lift 3 new installation) will travel from the basement to the 4th floor (a lift pit will also be in the basement)
 - Full details on all lift requirements to be provided by Classic lifts (client appointed)
- New services/HVAC,
- Installation of new pitched roof covering inclusive of new warrantied roof systems for flat roofs.

New windows

All associated elevation details are outlined in the existing Window schedule: ref: 1176-EPR-00-XX-DR-A REV-T04



Butter Lane – access for small vehicles, planned wait and load for waste disposal.



Pedestrians and vehicles are to keep to the footpaths or adhere to any diversions that will be clearly re-directed with signage and barriers. All persons and vehicles are to be aware that the boundary footpath and roads are for use by the public, local residents and site staff.

It is noted that the access to Kings House is directly adjacent to a busy main road and surrounding commercial premises.

Delivery Times

Blue arrow traffic management have been appointed and will provide a separate strategy in due course

Delivery of materials and equipment will be made via King Street West

Hoarding will be in place to segregate vehicular activity.

A construction hoist will be installed to carry materials to above ground level floors

Refer to the temporary works management strategy for full details and specifications of the hoist

Materials, tools and equipment will be distributed to the construction work areas from here.

All deliveries must be pre-arranged prior to being delivered and a copy of the materials delivery schedule is to be issued for each delivery.

Loading & Unloading

Blue arrow traffic management have been appointed and will provide a separate strategy in due course

No deliveries or vehicle movements are to be undertaken without a banksperson.

Larger deliveries that require the use of the construction hoist will be pre-planned separately with methods of lifting and risk assessment produced before this takes place.

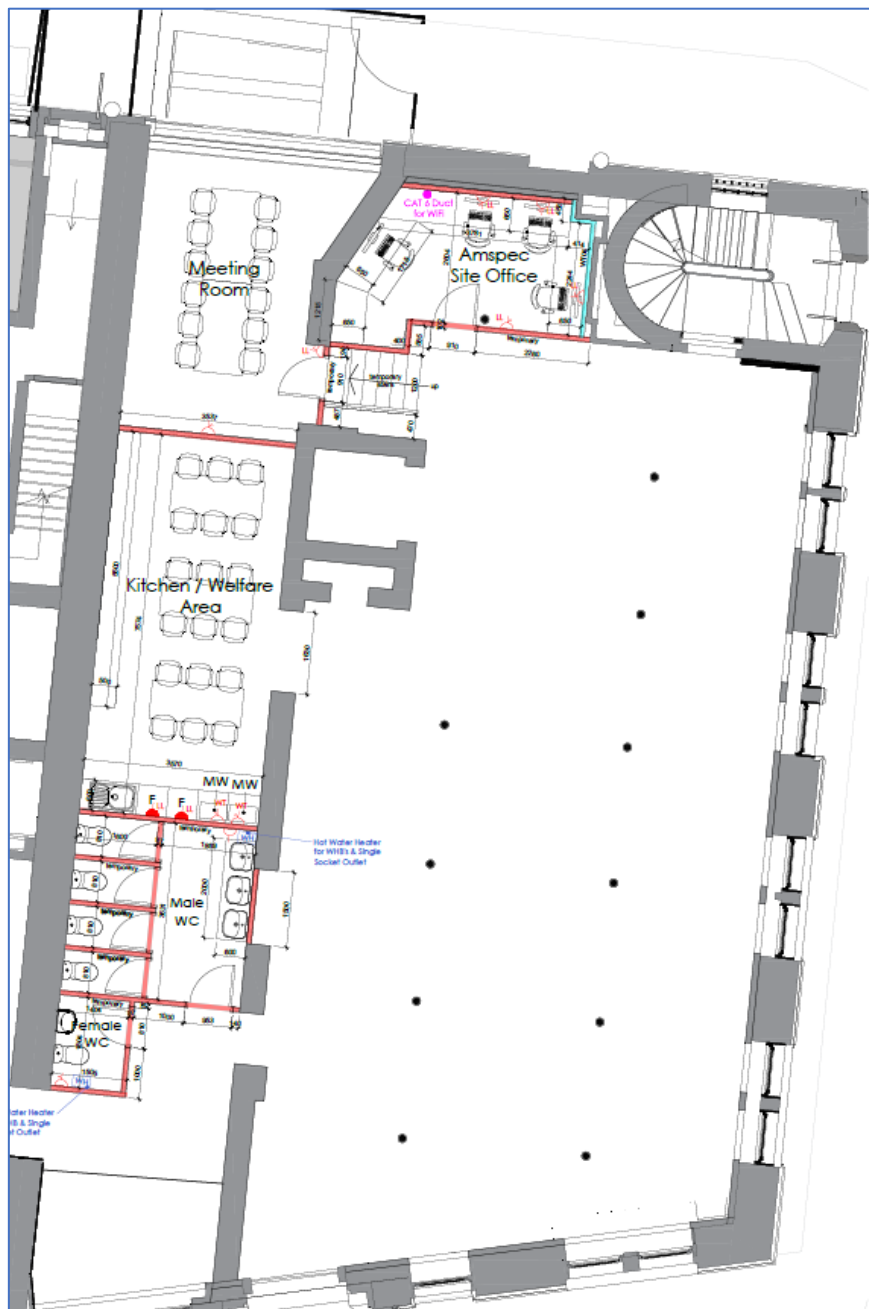
Upon arrival vehicle drivers must identify themselves to the Amspec Site Management in the Site Office. Drivers will be given a copy of the site rules and must adhere to these.

Welfare area

During the period of 25/04/2024 to approximately 3/05/2024 2nr portaloos will be installed externally to kings house (rear of the premises) to provide toilet facilities for the temporary protection works that is being carried out and whilst the internal welfare areas are being constructed.

There are also close public amenities that can be utilized during this period.

Welfare will be used internally for the construction phase – refer to the image below for welfare layout arrangements.



Within the Amspec compound will be suitable site accommodation. This accommodation will consist of the following items listed below. The site cabins will be located on the footpath and road and stacked where required.

- Site office
- Canteen
- WC's

Laydown & Storage

Materials are to be brought to the site on a just-in-time basis. Designated laydown areas will be located within the building.

Chris Corrigan structural engineer has been appointed to review and calculate the weight loadings of the internal floors of kings house, Amspec has requested that he summarises the max KN load per m2 that can be applied to the floor at each level.

Designated loading areas will be provided which will be displayed on the loading strategy board on site. Maximum load signs will be displayed.

Material skids/packers MUST run perpendicular to the joists.

Material/equipment weights to be reviewed when loading, if unable to obtain, materials/equipment is to be split into manageable sections

A separate loading strategy will be developed.

Materials are not to be left on King Street West, Butter Lane or any surround external areas to Kings House or on any pedestrian walkways.

2.0 Roles & Responsibilities

The following roles and responsibilities must be agreed by all individuals prior to this Traffic Management Plan being implemented on the project.

Role	Name	Contact Number	Email Address
Project Manager	Matt Penn	07908818810	mattp@amspec.co.uk
Site Manager / Traffic management officer	Fye Ukairo	07904120091	fyeu@amspe.co.uk
Site Foreman	Dave Johnson		davej@amspec.co.uk
Banksman	TBC	TBC	TBC

Project Manager – Matt Penn

The Project Manager is responsible for ensuring the traffic management plan has been implemented and adhered to by all Amspec staff and subcontractors on the project. Before the plan is agreed, the Project Manager will review the plan and obtain agreement from the client to ensure it is suitable and sufficient for the project.

Due to the changing nature of the construction works it will likely be required that the plan be reviewed and updated on a regular basis or when work areas change. Any updates or revisions will be captured, and the plan updated.

Traffic Management Officer (TMO)/Banksman – Fye Ukairo

The Traffic Management Officer/Banksman for the project will ensure that all loading/unloading, reversing and any activity which may require additional support is not carried out unless under their watch. The TMO/Banksman has the authority to stop any activity which they feel is unsafe/cannot be carried out safely. Under no circumstance must reversing be carried out without the Banksman being in place and engaged in the activity.

Sub-Contractors

Sub-Contractors must ensure they accompany and/or co-ordinate their own deliveries when on the project. Deliveries must be booked in with Amspec site management before arrival to site. Notice must be given of any deliveries being made and stating date(s)/time(s) they are scheduled in for. Any deliveries which arrive on site without pre-arrangement may be refused / turned away on the day.

3.0 Material laydown area

Material laydown areas will be designated internally to Kings House

Designated loading areas will be provided which will be displayed on the loading strategy board on site. Maximum load signs will be displayed.

Material skids/packers MUST run perpendicular to the joists.

Material/equipment weights to be reviewed when loading, if unable to obtain, materials/equipment is to be split into manageable sections

A separate loading strategy will be developed.

Materials are not to be left on King Street West, Butter Lane or any surround external areas to Kings House or on any pedestrian walkways.

It is noted as the works progress the laydown area for materials, walkways, access and egress routes will change. The areas of work will be regularly reviewed during the construction phase by the site team and the Construction phase plan updated following each requirement for change.

4.0 External Scaffolding

The scaffolding will be installed in phases from w/c 29/04/2024 (see images on Pg 11, 12 & 13)

The scaffolding will span from the San Carlos restaurant along the front elevation of Kings House leading to the Koreana restaurant located at the opposite end.

Scaffolding will also be required to other elevations which are outlined on the scaffolding designs

A competent scaffolding contractor has been appointed to design and erect the scaffolding for the construction phase.

Connolly Scaffolding are an Amspec approved contractor who have carried out the surveys, council permit liaison, design and will also install the scaffold.

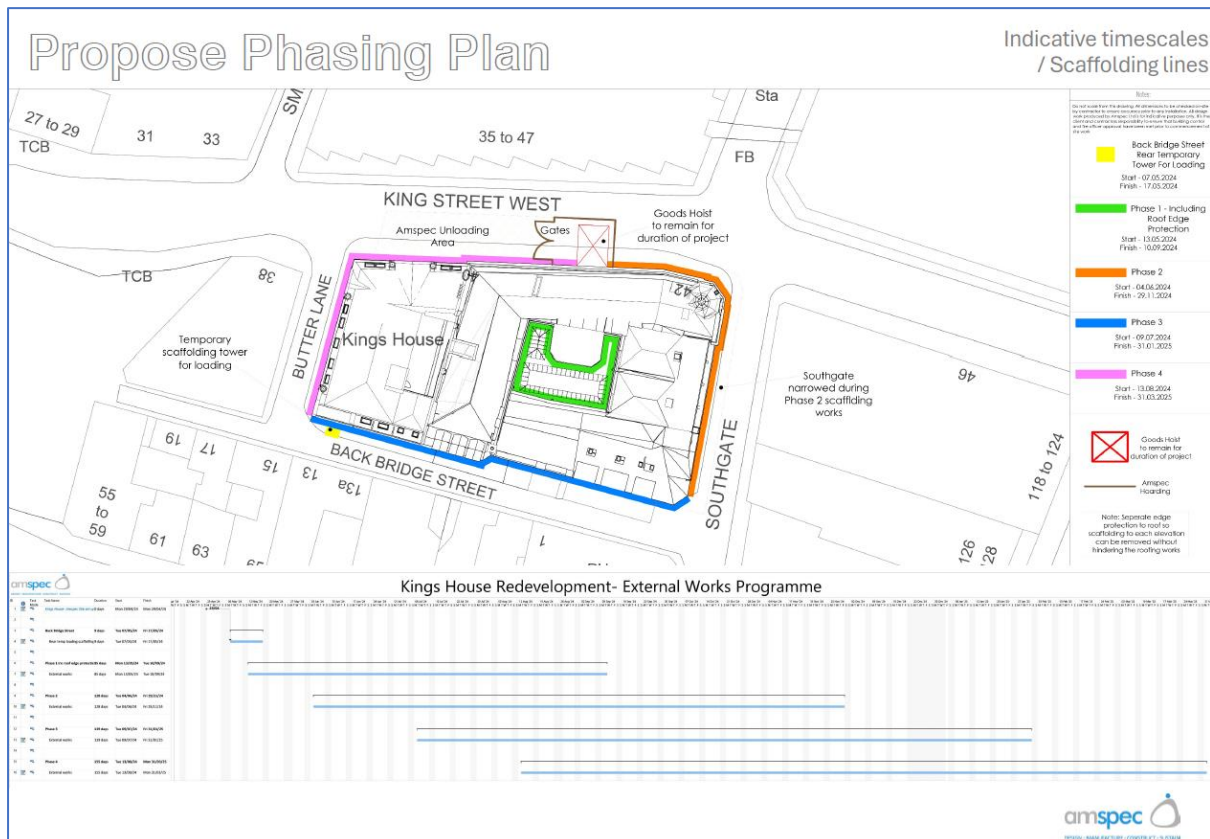
Connollys are obtaining designs from Buckley Design Solutions

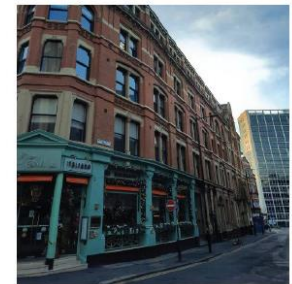
All scaffolding designs will be checked and approved by Structural Engineer Chris Corrigan

Weekly scaffolding inspections will be carried out by Connollys scaffold inspector

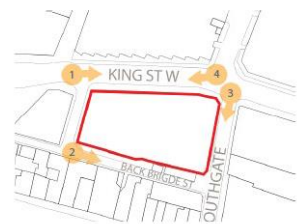
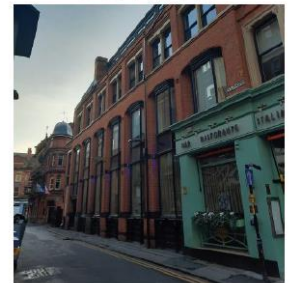
Daily visual inspections will be carried out by Dave Johnson and Fye Ukairo

A temporary works co-ordinator & temporary works supervisor has been appointed



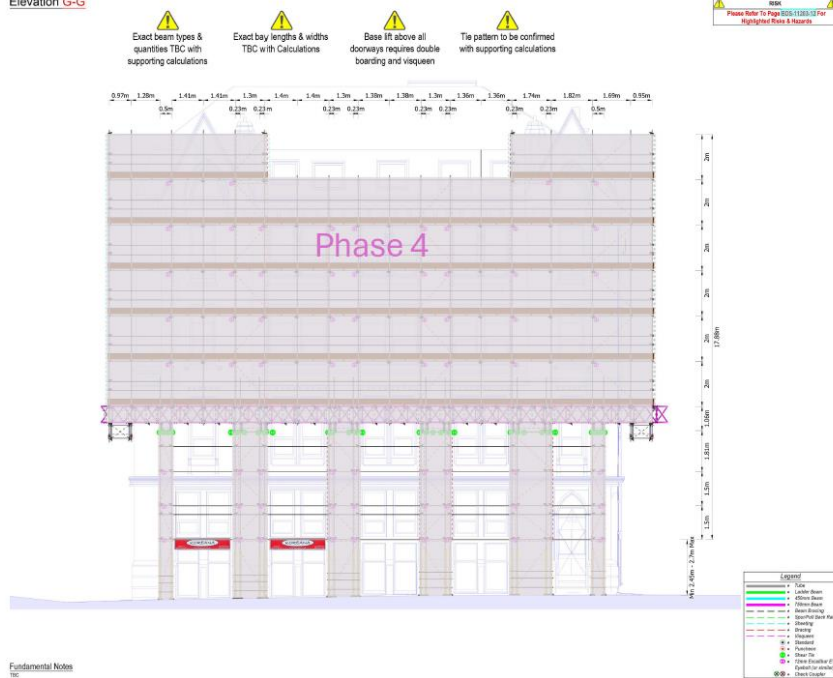
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④ View South East from King Street West

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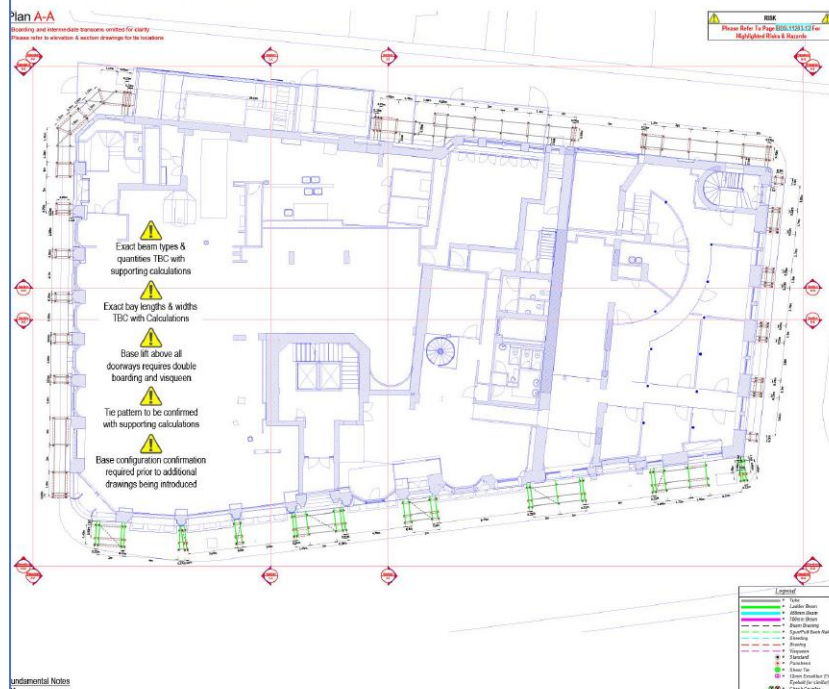
③ View South East from Southgate

Elevation G-G



amspec
DESIGN - BUILD - MAINTAIN - OPERATE - TRANSFER

Plan A-A



Key Considerations

This traffic management plan has been based on the following key considerations.

Traffic Management Plan

Construction site vehicle incidents can and should be prevented by the effective management of transport operations throughout the construction process. Key issues in dealing with traffic management on site will be considered and reviewed as follows:

- Keeping pedestrians and vehicles apart
- Minimising vehicle movements
- People on site
- Turning vehicles
- Visibility
- Signs and instruction

Keeping pedestrians and vehicles apart

Most construction transport accidents result from the inadequate separation of pedestrians and vehicles. This will be avoided by careful planning, particularly at the design stage, and by controlling vehicle operations during construction work.

Amspec will consider the following & with agreement with the Blusky Building will ensure measures are in place for;

- **Entrances and exits** - provide separate entry and exit gateways for pedestrians and vehicles.
- **Walkways** - provide firm, level, well-drained pedestrian walkways that take a direct route where possible.
- **Crossings** - where walkways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly.
- **Visibility** - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it.
- **Obstructions** – do not block walkways so that pedestrians must step onto the vehicle route; and
- **Barriers** - think about installing a barrier between the roadway and walkway to provide clear segregation.
- **Banksman** – Ensure banksmen are appointed and allocated to vehicles on site when loading, unloading and reversing.

Minimizing vehicle movements

Amspec will ensure good planning to help to minimize vehicle movement around a site. To limit the number of vehicles on site, measures for consideration and implementation are as follows:

- provide car and van parking for the workforce and visitors away from the work area.
- control entry to the work area.
- plan storage areas so that delivery vehicles do not have to cross the site.

People on site

Amspec will take steps to make sure that all workers are fit and **competent** to operate the vehicles, machines, and attachments they use on site by, for example:

- checks will be carried out of drivers/operators or hiring contractors at induction stage.
- training drivers and operators where required.
- managing the activities of visiting drivers by planning and coordinating deliveries in advance.

People who direct vehicle movements (signalers) will be trained and authorised to do so.

Accidents can also occur when untrained or inexperienced workers drive construction vehicles without authority. Access to vehicles will be managed and people alerted to the risk(s).

Turning vehicles

The need for vehicles to reverse should be avoided where possible as reversing is a major cause of fatal accidents. A banksman will be appointed and in place for all loading, unloading, and reversing maneuvers around site

Visibility

If vehicles reverse in areas where pedestrians cannot be excluded the risk is elevated and visibility becomes a vital consideration. Amspec will implement:

- **Aids for drivers** - mirrors, CCTV cameras or reversing alarms that can help drivers can see movement all-round the vehicle.
- **Plant and vehicle marshallers** - who can be appointed to control maneuvers and who are trained in the task (banksman).
- **Lighting** - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather.
- **Clothing** - pedestrians on site should wear high-visibility clothing.

Signs and instructions

- All drivers and pedestrians will be provided with information advising them of the routes and traffic rules on site.
- Standard road signs will be displayed where appropriate.
- Inductions will be provided and adequate training for drivers, workers and visitors will be carried out. instructions will be provided to visitors before their visit takes place.