

Reference	SMS 4.1	Traffic Management Plan	RENAKER
Originator	M Stubbs		
Revision	06		

TRAFFIC MANAGEMENT PLAN

Port Street

**Port Street
Manchester
M1 2EG**

REVISION HISTORY:

Rev	Main Comments	Prepared By: / Signature	Project Manager Approval Signature:	DATE:
A.	FIRST DRAFT	<i>I Woodall</i>	I WOODALL	09.08.22
B.	CONSTRUCTION	<i>I Woodall</i>	IAN WOODALL	11.01.23
C.				
D.				
E.				
F.				

Uncontrolled unless viewed on the Safety Management System

Reference	SMS 4.1	Traffic Management Plan	RENAKER
Originator	M Stubbs		
Revision	06		

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Revision	06		

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

Port Street is a major residential development on an existing 0.54 hectare site most recently used as surface car parking. The development comprises of a 33-storey residential building and low-rise podium blocks of varying levels (7, 9 and 11-storeys). The scheme also includes one level of basement car parking, swimming pool, public realm, and hard and soft landscaping. The development includes the provision of 481 residential units.

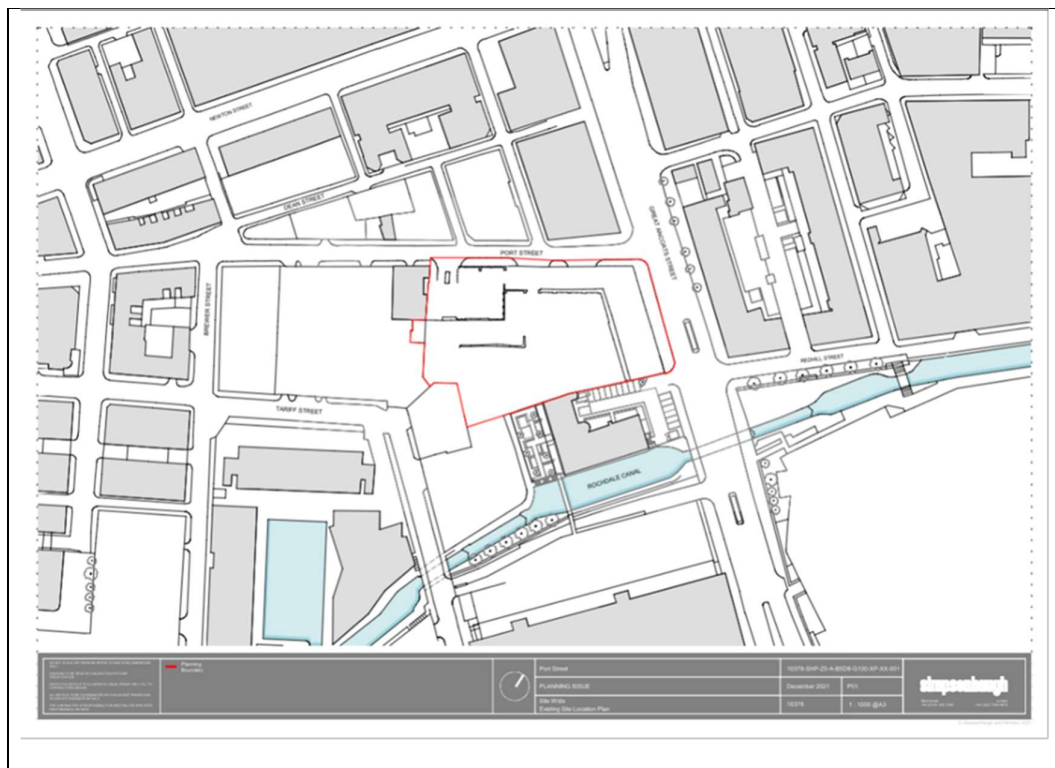
Programme

Start on Site	09.01.23
Completion & hand Over	02.02.26

Reference	SMS 4.1	Traffic Management Plan	RENAKER
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Location

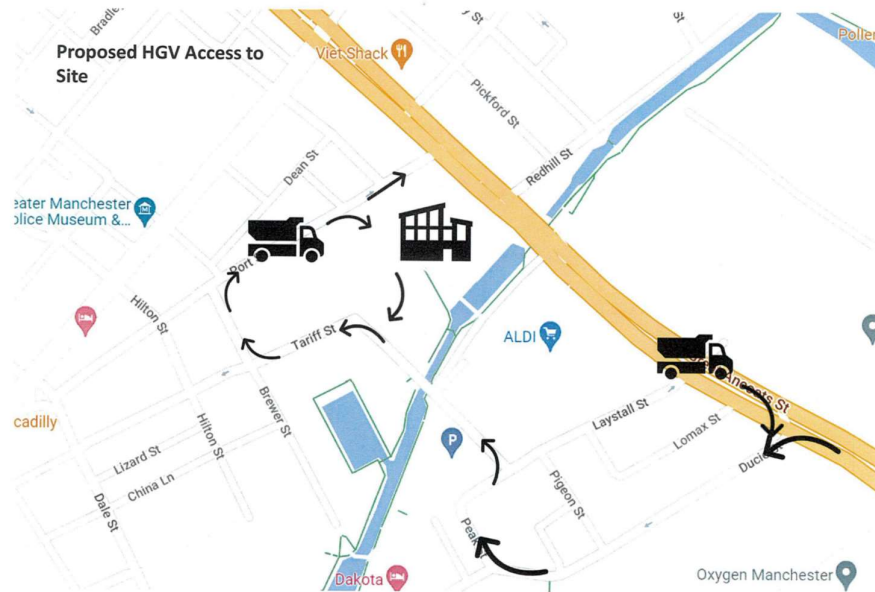
The project is located just off the A665 Great Ancoats Street, on Port Street. Vehicular access for deliveries and materials will turn from Great Ancoats Street on to Ducie Street, using Peak Street, Tariff Street and finally Brewer Street to reach Port Street. Access to the works can come into the site via Tariff street, they will turn around within the site and exit back onto Tariff Street. Vehicles will also be afforded a one way haul road at the northern elevation along Port Street, back to great Ancoats Street via a hoarded and gated unloading zone.



Direction Map

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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:	Jane Clarke – MMC Highways
Highways Excavation:	TBC
Road Closures:	NA
Road Diversions:	NA
Footpath Closures:	Jane Clarke – MMC Highways
Scaffold (Footpath) Licence:	TBC
Others:	

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

Group	Details / Comments
Renaker Build Ltd Staff	22
Renaker Build Ltd Site Operatives	10
Subcontractor Staff	24
Subcontractor Site Operatives	200
Earthworks Vehicles	6
Concrete Vehicles	20 Daily max
Waste Removal Vehicles	20 Daily max
Plant and Tool deliveries	2 daily
Material deliveries	6 daily max
Others:	TBC

3.3 Project Security

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

Description	Details / Comments
Vehicular Gate 1 (Entry) (Locked)	Access to unloading zone on Port Street, secure gates as GTM plan
Vehicular Gate 2 (Exit) (Locked)	Access to tariff Street Compound as logistics plan
Pedestrian Gate / Fob Entry	Ped access via turnstile at tariff St. East.
2.4m Hoarding: - North - East - South - West	Hoarding to Great Ancoats St, Traffic barriers & solid panel fence to Port Street. North.
Out of Hours Security	Night time guard.
CCTV	Yes
Tower Crane:	Hoarded and locked at basement level.

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
-------------	--------------------

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Jet Wash	Jet wash at Port Street.
Road Sweeper	As required
Marshall Monitoring	Full time
Traffic Coordinator Monitoring	Full time
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. (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: xxxx

Description	Details / Comments
Renaker Build Ltd Staff	Approx 12 spaces
Renaker Build Ltd Site Operatives	nil
Subcontractor Staff	nil
Subcontractor Site Operatives	nil
Onsite Plant Parking Area	On Site
Material Deliveries (See Section)	Via Port Street through zone, or south to Tariff St exit.
Client & Visirtors.	Approx 2 spaces.

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

- Tariff St.

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.

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Description	Details / Comments
Pedestrian Access (Segregated)	Turnstile access to site compound at Tariff St, with further turnstile to the works on exiting the welfare area.
Vehicular Access (Segregated)	Via Port Street
Vehicular Exit (Segregated)	Either directly from Port St on to Gt Ancoats St, or through site and back on to Tariff St.
A One Way System	From Port St through site to Tariff St.
Hammer head / Banjo / Stub	For access to concrete pump, on site.
Haul Roads:	Down ramp from Port St south to Tariff St exit.
Crossing Points	
Signage:	
Illumination:	Perimeter lighting mounted on existing structures.
Restricted Width / Bearing / Height Areas:	Access to basement for gas truck only.
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	
Surface – Anti Slip / Trip	
Avoidance of Steep Slopes	
Avoidance of blind / sharp bends	
Suitable Illumination	Hoarding & Pedestrian Routes
Sufficient Signage	AS GTM Drawing
Other:	

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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

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- 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).
- 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.

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
 - Ensure no waste enters into public areas
 - Ensure no concrete wash water etc enters gullies
- Issue Driver requirements (Appendix D) and communicate accordingly / obtain appropriate signature:
 - Explain Manoeuvring Protocols i.e. STOP if you cannot see the marshal, agree signals etc
 - 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

6. Emergency Procedures

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

Access during working hours will be via Port Street or Tariff Street

Access outside of working hours will be via Tariff Street

- 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.

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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

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Risks

- Design completed from information provided + Google maps desktop risk assessment
- Core lamps must be used on all road with a speed limit of 40mph or more.

NOTES

- All signs on per Chapter 8 Distances between cones to be 9m minimum unless otherwise noted.
- Distances between signs NOT to scale for purpose of clarity.
- All sign placement subject to available site working space.
- The purpose of the Traffic Management Plan is for it to be used only as a guide and all traffic management equipment should be put out according to the Safety of Street Works and Road Works Regulations 2015, the Traffic Signs Regulations and General Directions 2016, the Traffic Signs Manual Chapter 8, i.e. Yellow Book.
- Lane width past the works to be 3.5m minimum, 3.25m desirable minimum and 3.0m absolute minimum.
- Stop & Go boards must be available and utilised in the event of permanent signal failure in accordance with Code of Practice.
- Signs must be placed in accordance with TSM and the scheme RAMS pack.
- Site conditions may have changed since the design of the drawing. Any changes which subsequently affect the design need to be implemented. The design must comply with Chapter 8.

DETAILS

- Details of signs and equipment to be used on site. See also the Traffic Signs Manual Chapter 8, i.e. Yellow Book.

Key	Sign position and aspect of vision	Work area	Barriers	Gates
A	Cones	Work area	Barriers	Gates
B	No Parking Cones			

MINIMUM SAFETY ZONE MUST BE ADHERED TO

MINIMUM SHUTTLE LANE WIDTHS MUST BE ADHERED TO

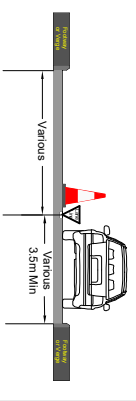
Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

ROAD SPEED



CROSS SECTION

Lane 1 Closure or Shuttle Lane



SITE LAYOUT PLAN

REV.	DATE	DESCRIPTION
B	11/08/2022	AS DRAWN
C	20/09/2022	
REV.	DATE	DESCRIPTION



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Tel: 0161 351 5370
www.gtm.co.uk

TRAFFIC MANAGEMENT PLAN

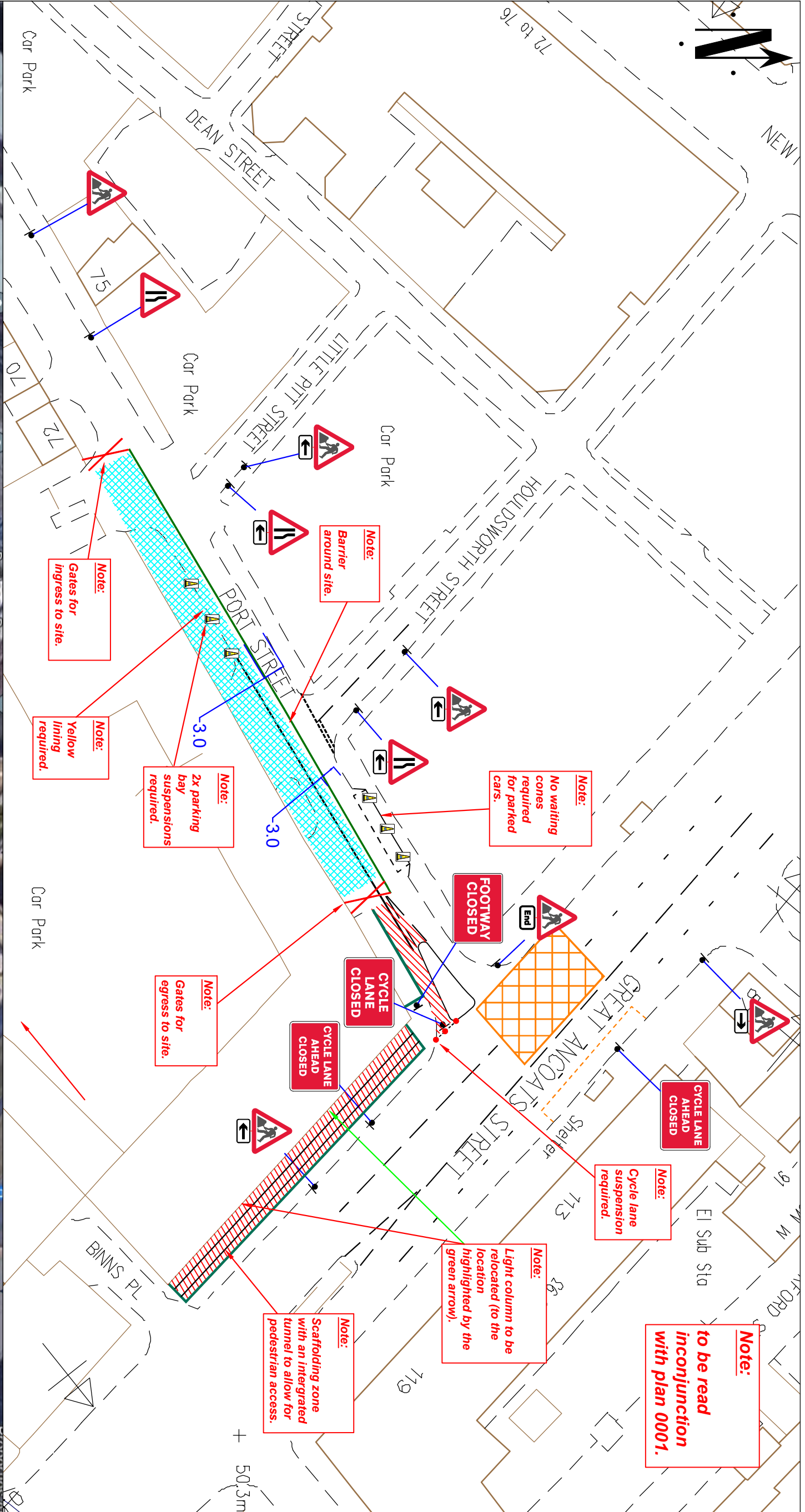
Client:

Renaker

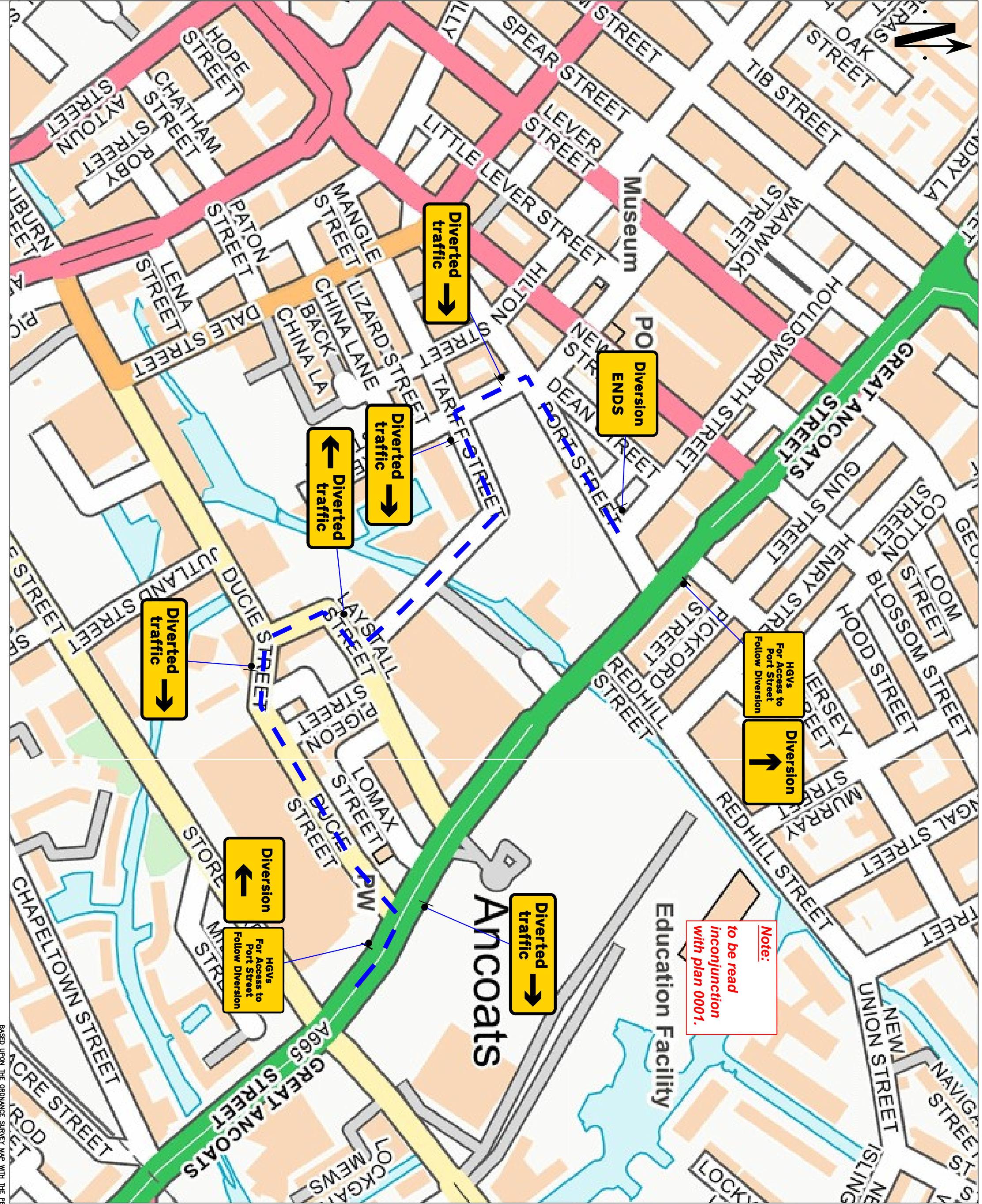
Drawing Number: 421543 - 0001

Project Title: Port St, Manchester M1 2EG

Design:	Technical Officer:	REV.
Name	B. Greenwood	P. Bray
Signature		
Date	28/07/2022	28/07/2022



BASED UPON THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF H.M. STATIONERY OFFICE.



Go Traffic Management

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Risks

1. Design completed from information provided + Google maps desktop or mobile.

2. Core lanes must be used on all roads with a speed limit of 40mph or more.

Notes

1. All signs as per Chapter 8. Distances between cones to be 9m minimum between signs on roads.

2. Distances between signs NOT to scale for purpose of clarity.

3. All sign placement subject to available road working space.

4. The purpose of the Traffic Management Plan is for it to be used only as a guide and all traffic management equipment should be put out according to the Safety of Street Works and Road Works Regulations 2005, the Traffic Signs Regulations and General Directions 2004, the Traffic Signs Manual Chapter 8, 'The Yellow Book'.

5. Lane with part the works to be 3.5m minimum, 3.5m desirable minimum and 3.0m absolute minimum.

6. Stop & Go hours must be available and utilized in the event of permanent signal failure in accordance with Code of Practice.

7. Signs must be placed in accordance with TSM and the scheme RMS pack.

8. Site conditions may have changed since the design of the drawing was produced. It is the responsibility of the client to ensure that the design is updated to reflect any changes to the site conditions.

9. Any changes which subsequently affect the design need to be implemented in full compliance with Chapter 8.

Key

Sign position and aspect of vision

Work area

Diversion Route 1

ROAD SPEED

30

CROSS SECTION

ROAD DIVERSION ROUTE:

GREAT ANCOATS ST > DUCIE ST > PEAK ST > LAYSTALL ST > TARBUFF STREET > BUCKLE STREET > LOMAX STREET > PIGEON STREET > LAYSALL STREET > DUCIE STREET > STORE STREET > CHAPEL TOWN STREET > ROD STREET

Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

GO NOT SCALE FROM THIS DRAWING

HGV DIVERSION

A 22/07/2022 AS DRAWN

REV. DATE DESCRIPTION

Go Traffic Management

Head Office: Go Traffic Management, Chaddock Lane, Worsley, Manchester, M28 1XW
Tel: 0161 351 5370
www.gotm.co.uk

CERTIFIED
TRAFFIC MANAGEMENT PLANS
DMS 3000

TRAFFIC MANAGEMENT PLAN

Client:

Renaker

Design: B. Greenwood
Technical Officer: N. Woodworth
Signature:
Date: 22/07/2022

Project Title: Port St, Manchester M1 2EG

Drawing Number: 421543 - 0002

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RISKS

- Design completed from information provided + google maps desktop risk assessment
- Cone lamps must be used on all road with a speed limit of 40mph or more.

NOTES

- All signs as per Chapter 8 Distances between cones to be 9m minimum unless otherwise noted.
- Distances between signs NOT to scale for purpose of clarity.
- All sign placement subject to available safe working space.
- The purpose of the Traffic Management Plan is for it to be used only as a guide and all traffic management equipment should be put out according to the Safety of Street Works and Road Works Regulations 2015, the Traffic Signs Regulations and General Directions 2016, the Traffic Signs Manual Chapter 8, i.e. Yellow Book.
- Lane with part the works to be 3.5m minimum, 3.25m desirable minimum and 3.0m absolute minimum.
- Stop & Go boards must be available and utilised in the event of permanent signal failure in accordance with Code of Practice.
- Signs must be placed in accordance with TSM and the scheme RAMS pack.
- Site conditions may have changed since the design of the drawing. Any changes which subsequently affect the design need to be implemented and must comply with Chapter 8 of the Yellow Book.

DETAILS



Key	Sign position and aspect of vision	Work area	Barriers	Gates

MINIMUM SAFETY ZONE MUST BE ADHERED TO

MINIMUM SHUTTLE LANE WIDTHS MUST BE ADHERED TO

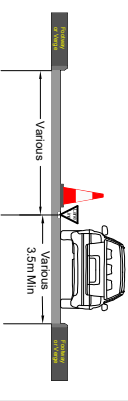
Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

ROAD SPEED



CROSS SECTION

Lane 1 Closure or Shuttle Lane



DO NOT SCALE FROM THIS DRAWING

Swept Path Analysis

REV.	DATE	DESCRIPTION
A	22/07/2022	AS DRAWN



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Tel: 0161 351 5370
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TRAFFIC MANAGEMENT PLAN

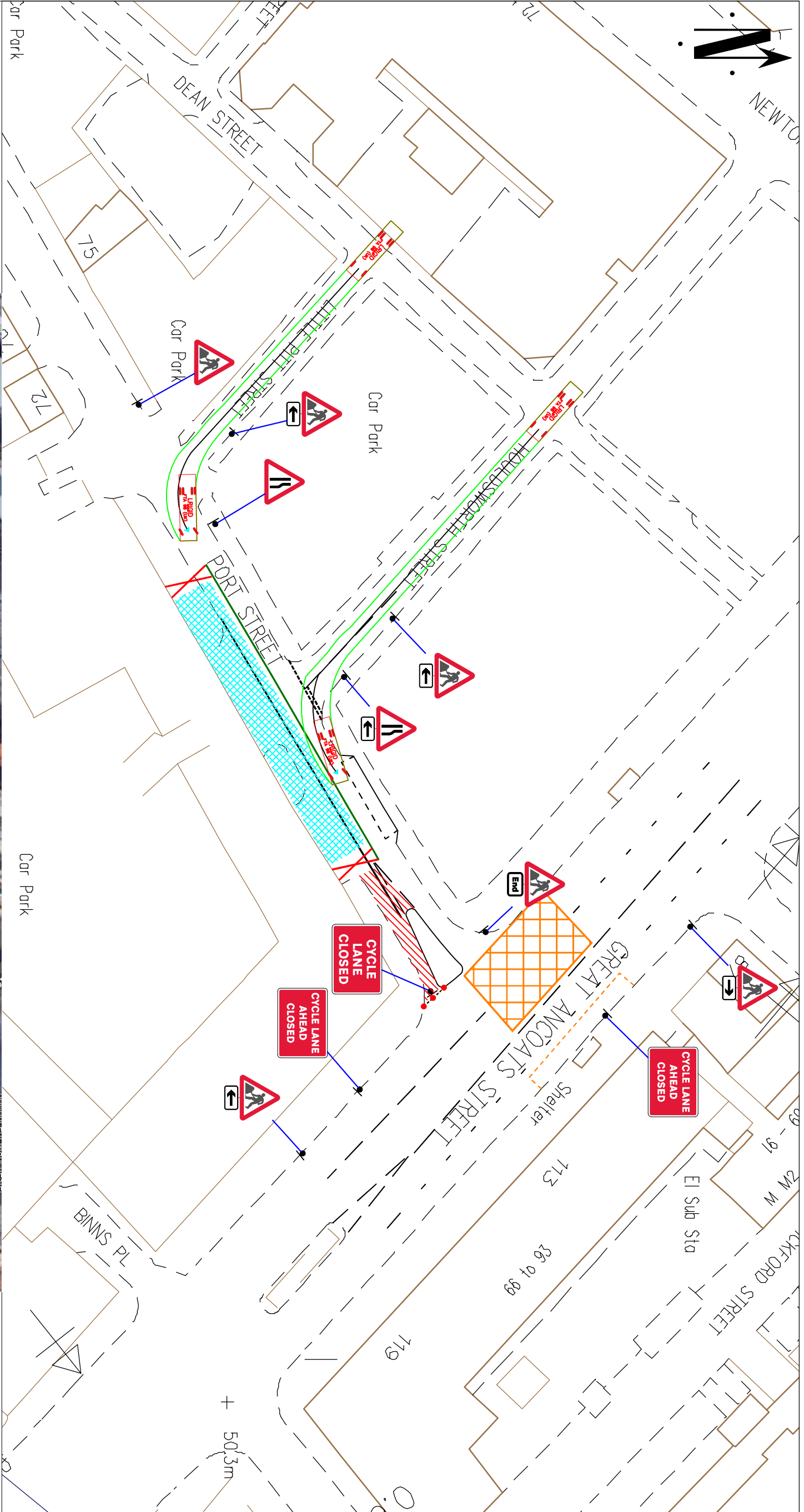
Client:

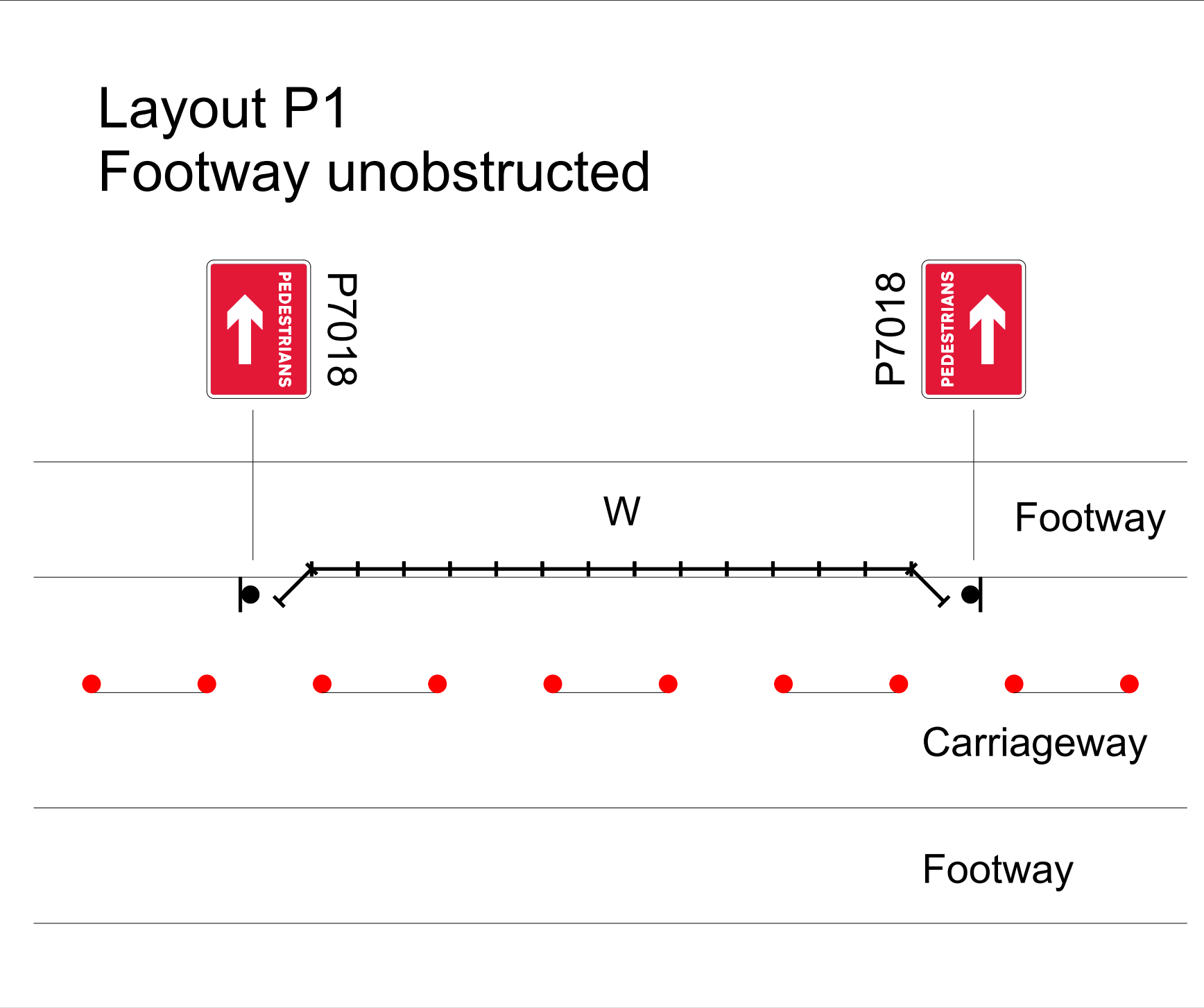
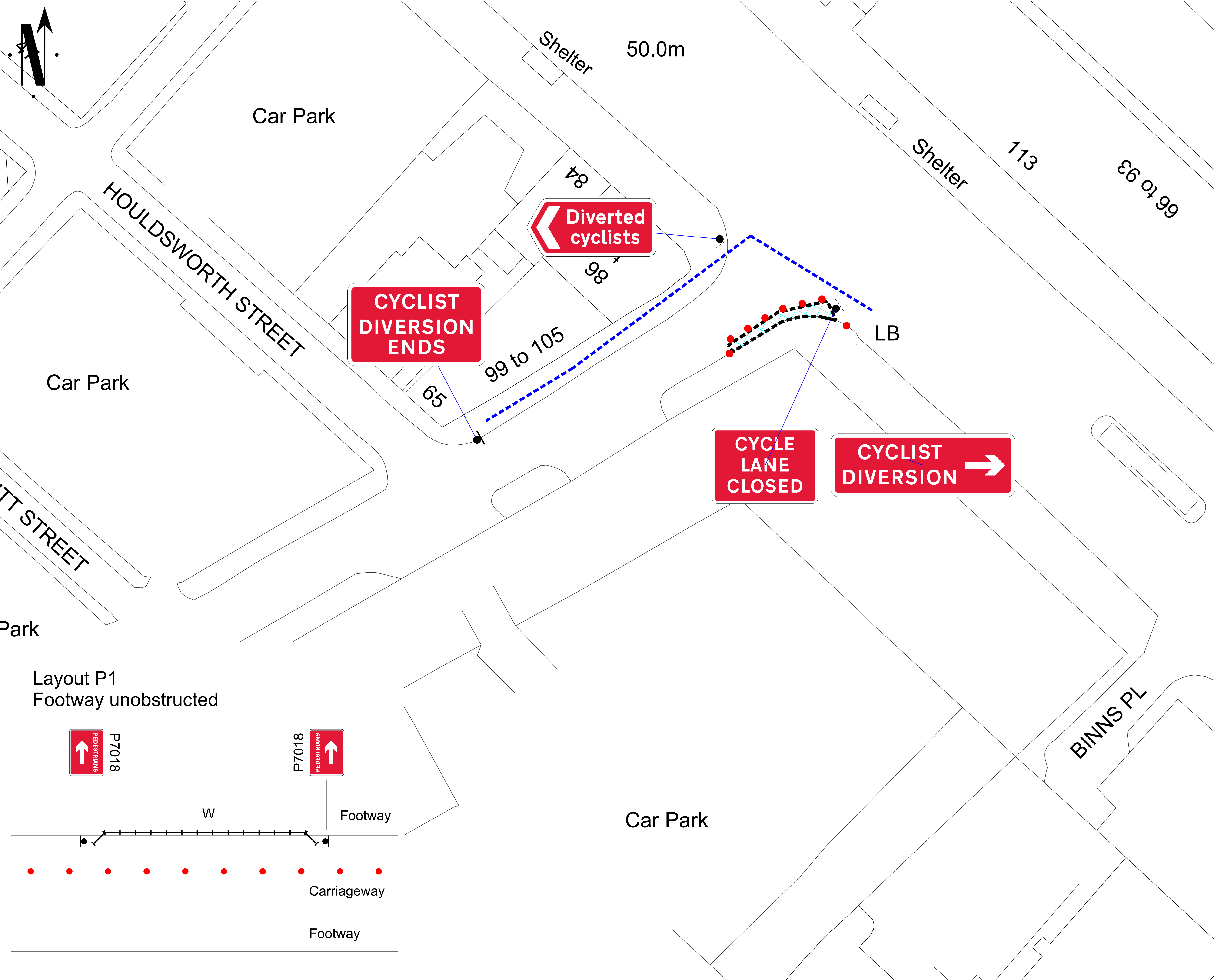
Renaker

Drawing Number: 421543

Project Title: Port St, Manchester M1 2EG

Design:	Technical Officer:	REV.
Name: B.Greenwood	J.Jones	
Signature:		A
Date: 22/07/2022	22/07/2022	





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Risks

1. Design completed from information provided + google maps desktop risk assessment

2. Cone lamps must be used on all road with A speed limit of 40mph or more.

Notes

1. All signs as per Chapter 8. Distances between cones to be 9m maximum unless otherwise noted.

2. Distances between signs NOT to scale for purpose of clarity.

3. All sign placement subject to available safe working space.

4. The purpose of the Traffic Management Plan is for it to be used only as a guide and all traffic management equipment should be put out according to the 'Safety at Street Works and Road Works - Code of Practice', i.e. Red Book & the 'Traffic Signs Manual Chapter 8', i.e. Yellow Book.

5. Lane width past the works to be 3.5m maximum, 3.25m desirable minimum and 3.0m absolute minimum.

6. Stop & Go boards must be available and utilised in the event of permanent signal failure in accordance with Code of Practice.

7. Signs must be placed in accordance with TSM and the scheme RAMS pack.

8. Site conditions may have changed since the design of the drawing any changes which subsequently affect the design need to be reported by the Traffic Management Operative & any changes implemented must comply with Chapter 8.

DETAIL B

1. Single-lane carriageway: 200mm or less, 100mm traffic cones, spacing 1.5m.

2. Single-lane carriageway: 200mm or less, 100mm traffic cones, spacing 1.5m.

3. Single-lane carriageway: 200mm or less, 100mm traffic cones, spacing 1.5m.

DETAIL C

1. Single-lane carriageway: 200mm or less, 100mm traffic cones, spacing 1.5m.

2. Single-lane carriageway: 200mm or less, 100mm traffic cones, spacing 1.5m.

3. Single-lane carriageway: 200mm or less, 100mm traffic cones, spacing 1.5m.

Notes

1. During delivery, signage to be 10m or 12m apart.

2. During delivery, signage to be 10m or 12m apart.

3. During delivery, signage to be 10m or 12m apart.

4. During delivery, signage to be 10m or 12m apart.

5. During delivery, signage to be 10m or 12m apart.

6. During delivery, signage to be 10m or 12m apart.

7. During delivery, signage to be 10m or 12m apart.

8. During delivery, signage to be 10m or 12m apart.

9. During delivery, signage to be 10m or 12m apart.

10. During delivery, signage to be 10m or 12m apart.

Key

Sign position and aspect of vision

Cones

Work area

Safety zone

Cyclist Diversion Route

MINIMUM SAFETY ZONE
MUST BE ADHERED TO

MINIMUM SHUTTLE LANE
WIDTHS MUST BE ADHERED TO

Traffic Management must comply with The Safety at Street Works and Road Works Code of Practice

ROAD SPEED

30

CROSS SECTION

Narrow Lanes Narrowed to Left

Various

3.25m Min

Various

3.5m Min

DO NOT SCALE FROM THIS DRAWING.

CYCLE LANE CLOSURE

A

26/01/23

AS DRAWN

REV.

DATE

DESCRIPTION

GTM

Go Traffic Management

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Tel: 0161 351 5370

www.gtm.co.uk

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ISO 9001:2015

ISO 14001:2015

OHSA 18001

TRAFFIC MANAGEMENT PLAN

Client:

Network Plus

Drawing Number: 565139

Drawing Title:

Port St, Manchester M4 5BG

Design:

Technical Officer:

REV:

Name:

J.McNamara

J.Jones

Signature:

Date:

26/01/23

26/01/23

A

BASED UPON THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF H.M. STATIONERY OFFICE.

Reference	SMS 4.1	Traffic Management Plan	RENAKER
Originator	M Stubbs		
Revision	06		

APPENDIX B

Risk Assessment

Reference	SMS 4.1.B	Traffic Plan Risk Assessment	RENAKER
Originator	M Stubbs		
Revision	06		

Traffic Management Risk Assessment for: Port Street, M1 2EG.
(You must review Risk Assessment Guidance)

Significant Risks / Hazards Identified	Who may be at risk	Potential Harm	L 1	S 1	R 1	Existing / Additional Control Measures	L 2	S 2	R 2	Risk Category
Access Gate Area	Public / Gateman	Strike by vehicle	1	2	2	Marshalling of all vehicles	1	1	1	Low
Immediate project vicinity	Public	Strike by vehicle	2	1	2	Signage / marshalling	1	1	1	low
Inadequate lighting for pedestrians and vehicles	Public / operatives	Strike by vehicle	2	1	2	Lighting as per temp plan, and regularly assessed & inspected when in place.	1	1	1	low
Lack of Communication	Operatives	Unplanned interaction with vehicles / plant	2	1	2	TMP to be kept up to date and communicated through drawings / TBT's & daily briefings	1	1	1	low
Pedestrians – Crossing vehicle routes	Operatives, visitors & Staff	Unplanned interaction with vehicles / plant	2	2	4	Crossing points to be planned, managed and inspected to ensure they are appropriate and kept in good order.	1	2	2	med
Pedestrians - Slips, Trips & Falls • Main Walking Route	All	Twisted ankle / Minor injury	2	1	2	Planning, management, monitoring & maintenance.	1	1	1	
Pedestrians - Slips, Trips & Falls • Stair Cores	All	Twisted ankle / Minor injury	1	2	2	Planning, management, monitoring & maintenance.	1	1	1	low
Pedestrians - Vehicle Collisions										
Public Pedestrians										
Public Vehicles										
Unauthorised access	Intruder	Unspecified injury	2	2	4	Secure perimeter hoarding / security patrols at night / cctv	1	2	2	med
Vehicle - Breakdown										
Vehicle - Fall from Height										
Vehicle – Falling into excavation, water, overrunning embankment	Driver / operative	crushing	2	2	4	Segregation of works & defined routes. Protection of excavations, communication	1	2	2	med
Vehicle - Falling Materials	Driver	Impact injury	2	2	4	Protection of routes / scaffold fan	1	2	2	med
Vehicle – inadequate Clearance on traffic route	Material damage to vehicle or structures	Damage to assets	2	1	2	Planning & monitoring & maintenance	1	1	1	low
Vehicle - Noise / Vibration										
Vehicle – Overturning	Operator / operatives	crushing	2	2	4	Planning & maintenance, competence	1	2	2	med
Vehicle - Pedestrian Collision										
Vehicle - Refuelling	environment	spillage	1	2	2	Refuelling at fixed location / spill kit availability / training	1	1	1	low

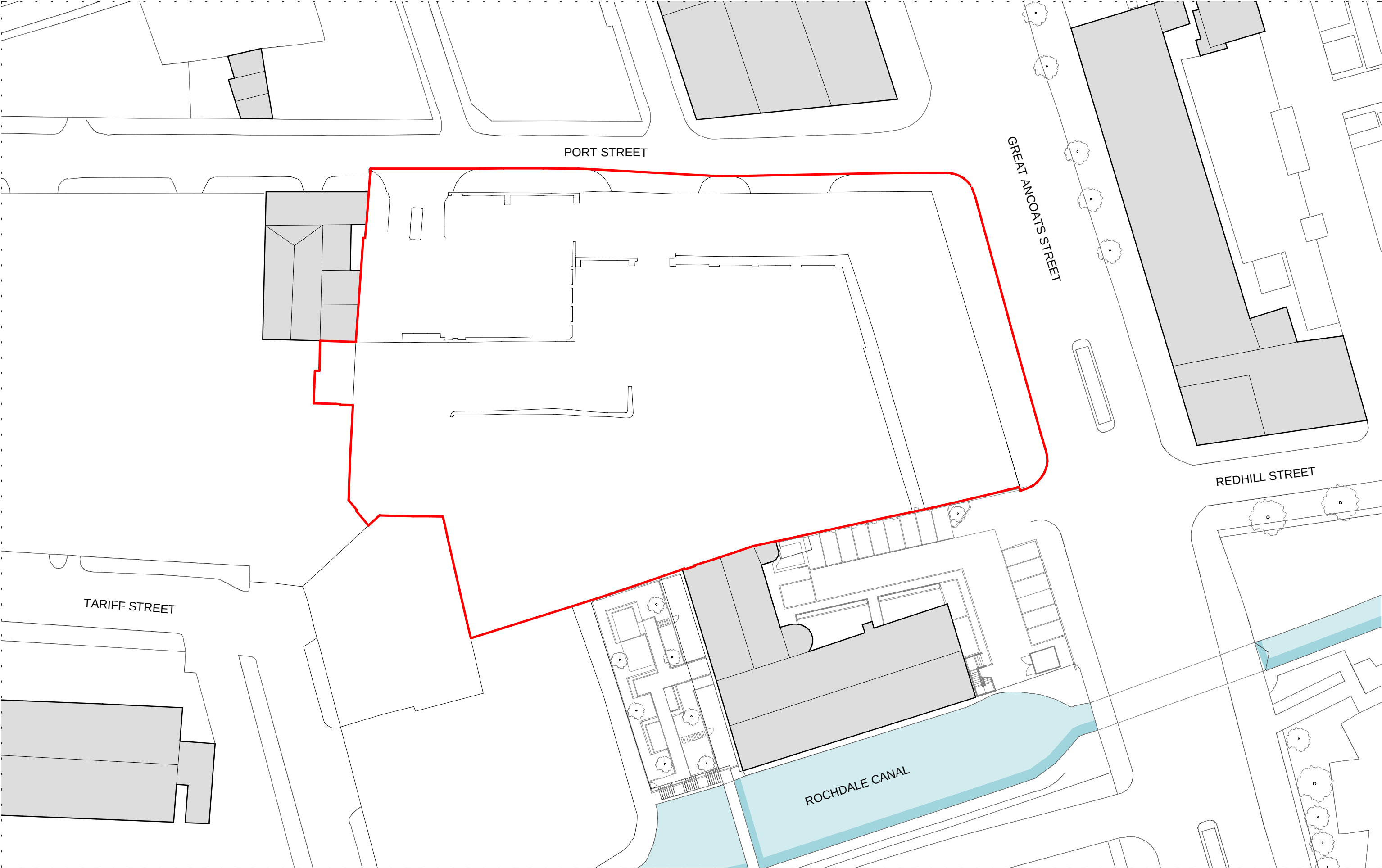
Reference	SMS 4.1.B	Traffic Plan Risk Assessment	RENAKER
Originator	M Stubbs		
Revision	06		

Vehicle - Reversing									
Vehicle - Structure Collision									
Vehicle - Vehicle Collision									
Others									

Reference	SMS 4.1	Traffic Management Plan	RENAKER
Originator	M Stubbs		
Revision	06		

APPENDIX C

Layout Plan



DO NOT SCALE OFF DRAWING REFER TO INDICATED DIMENSIONS ONLY.
DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION.
INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL TO CONTRACTORS DESIGN.
ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE AND MHE ENGINEER DETAILS.
THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED PERFORMANCE CRITERIA.

 Planning Boundary



Port Street

PLANNING ISSUE

Site Wide
Existing Site Plan

10376-SHP-Z0-A-B5D8-G100-XP-XX-002

December 2021 P01

10376 1 : 500 @A3

simpsonhaugh

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+44 (0)161 835 2345

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Reference	SMS 4.1	Traffic Management Plan	RENAKER
Originator	M Stubbs		
Revision	06		

APPENDIX D

Drivers Requirements

APPENDIX D – VISITING DRIVER REQUIREMENTS

- Be aware the delivery of materials may only be in line with the prescribed dates / times below:
 - Monday to Friday: 08:00 – 18:00
 - Saturday: 09:00 – 14:00
 - Deliveries outside these times are subject to the project manager's permission.
 - All deliveries must be booked in prior to arriving on site.
- Visiting drivers MUST stop at the gate and be given a briefing on these requirements...
 - An acknowledgement of the requirements is required or entry may be refused
 - Any questions or problems should be directed in the first instance to RBL Management staff
- Follow these instructions from the gateman:
 - Follow the designated route as described.
 - Exercise caution when entering (or exiting) the project due to pedestrians
 - No animals are allowed to be brought on the project
 - No children are allowed to be brought on the project
 - No Radio's / ear phones etc are to be in use whilst on the project
 - No smoking whilst on the project – This is a workplace and smoking is therefore illegal.
 - No eating or drinking (especially Alcohol) whilst on the project
 - You must operate your hazard beacons or indicators as a minimum when manoeuvring
 - Comply with the designated speed limit = 5mph
 - Seat Belts must be worn at all times when the vehicle is operational.
 - If stationary for prolonged periods, please switch off your engine.
 - If you need to exit your vehicle at any time you must wear the minimum PPE requirements:
 - Steel Toe / Midsole Safety Shoes, Safety Helmet, Hi Visibility waistcoat
- Where Reversing is required:
 - This must be done under the instruction of a Marshall / banksman
 - Note – If you cannot see them once a manoeuvre has commenced – **STOP!**
- Do NOT climb on the rear of your vehicle:
 - Your controls to prevent falls from height are:
 - The project controls are:
- To exit the project:
 - Check the vehicle is road worthy, clean and loads stacked safely and tied down if applicable
 - Check wheels for lodged stones, and remove them prior movement.
 - Use the wheel cleaning facility as appropriate
 - Do not force your way into traffic on exit & seek assistance as necessary

Vehicle Driver/Fitter Induction

Enter ALL details and circle answers where required.				
Drivers FULL Name:			Date:	
Haulier Name:			Time:	
Vehicle size:	Less than 3.5T 7.5T More than 7.5T		Delivery/Collection is for whom?	
Vehicle Registration Number:			Vehicle Make:	
Has the driver demonstrated provisions are in place for the SAFE loading/unloading of the vehicle?				YES / NO
If NO, the vehicle will NOT be permitted to enter site.				
1. NO reversing without a Traffic Marshall	 +  		 	
2. Beware of cyclists and pedestrians on leaving site	Ensure clear vision  		 	
3. NO mobile phones whilst within the site boundary unless in a mobile phone safe zone.	  		 	
4. 5 MPH speed limit	 		 	
5. The following PPE must be worn outside the vehicle	    			
6. NO smoking on site, MUST use smoking hut.	 		 	
7. DQC Card				
Driver has received the induction and understood the rules?	YES	NO	Induction carried out by: - Print name: _____	
Drivers Signature: -			Sign: _____	

Vehicle Driver/Fitter Induction

Haulage Driver Assessment for Flatbed Vehicles/Hiabs	
Read and Answer all Questions	Delete as appropriate
Does the vehicle have materials that require the persons to access the rear of the vehicle?	Yes/No
Does the vehicle have edge protection?	Yes/No
Working off the back of a flatbed is prohibited unless there is fall protection in place.	Yes/No
Only tip where instructed by a Renaker FLS	Yes/No
Be aware of other vehicle movements and pedestrians'	Yes/No
Do not walk around site un-attended	Yes/No
In the case of emergency, ensure that your vehicle is not blocking the access routes for the emergency services	Yes/No
Drivers operating cranes/hiabs must be competent and have the relevant CPC/ALLMI available for inspection along with current test certificates for lifting equipment and accessories	Yes/No
Ensure your load is safe prior to moving off	Yes/No

No lift is to be undertaken until a RENAKER FLS is present

Contractor the materials are for	
Approved for unloading (FLS)	Name:
	Sign:

I HAVE RECEIVED A COPY OF THE VEHICLE DRIVERS SITE RULES AND UNDERSTAND MY DUTIES AND RESPONSIBILITIES WHILST OPERATING MY VEHICLE ON THIS SITE.

Name:	Sign:
ISSUED BY:	Date:

**IF YOU FEEL WE CAN IMPROVE ANYTHING ON SITE PLEASE LET US KNOW.
THANKS.**