

Project

HH0048
Project RED

Document

Logistics Plan
Rev 1a (Draft for Trust review/comment)

Document Control

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Approval / Acceptance Status

	Title & Company	Name [Print]	Signature	Date
Author:	Project Manager IHP	Jamie Jackson		
Reviewed:				
Approved:				
3 rd Party Approved: (If Applicable)				

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Revision History

This document, together with any associated documents, should be reviewed at regular intervals during the project and whenever there is a significant change to the site conditions such as a change in scope, site area, construction methods being used.

This document should be reviewed at least every 6 months in order to maintain its effectiveness.

Record the details of any changes made as a result of these reviews in the table below.

Rev:	Date:	Reason for Review:	Nature of Changes:	Prepared by:	Checked by:
00	24.05.2021	1 st Draft		J Jackson	
01	24.11.21	Updated for Construction	Logistics plans updated	J Jackson	J Fowler
01a	09.12.21	Updated after PFI/MACE review 9.12.21	Weight restriction detail for welfare/office cabin access slab added	J Jackson	

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1.Introduction

Project RED consists of a 5172m² multiphase, three-storey new build extension to the Manchester Royal Infirmary Emergency Department, including administration and theatre accommodation and associated plantrooms. The new building will be directly adjacent the existing PFI owned Hospital, connected via several breakthrough links. The scheme also includes a phase of drainage diversions and the demolition of several single-story buildings prior to the commencement of the new building.

Ground Floor Level

Adult's Emergency Department is a 1631m² extension to the Ground Floor Emergency Department comprising of.

- New 5 Bay Triage / RAU with Ambulance Handover,
- 10 new Resus Bays,
- 11 new Minors Bays,
- 12 new Majors Bays

Level One

The First-Floor space will provide 1223m² of floor space split into;

- Administration Accommodation to support up to 50 members of staff
- Staff change area to support the ED.
- Plantroom to serve the ground floor ED

Level Two

Second Floor facilitates (1328m²).

- 6 new UCV Theatre Suites
- 8 bay dedicated Recovery Area
- Supporting Theatre ancillary areas and accommodation.

Level 3 & Roof Level

- Plantroom (serving theatres directly below) & Rooftop Plant with AHU (989m²)

The existing ED department will also be refurbished post the completion of the new build scheme and the departments will provide the combined services.

A new substation is currently under review to provide the Electrical Infrastructure to the new build scheme along with the existing building.

Further scope has been instructed to include:

1. Demolition of WIC, MIU, Star ship and existing Resus currently sat in the footprint of the new build.
2. Drainage Diversion
3. Modular Offices

Please refer to the RED Project Execution plan for further detail.

1.1 References

1.2 Definitions

1.3 Abbreviations

Abbreviation	Definition
CCTV	Closed Circuit Television
MEWP	Mobile Elevating Work Platforms

2.Purpose

The purpose of this document is to describe the logistics arrangements on the Project RED scheme.

3.Scope

The scope of this plan is to detail the site logistic arrangements for the scheme, including the installation of the modular cabins, drainage works and phases 1 & 2 of the main works. The plan details how the logistics of the project will be managed and controlled in a safe manner, ensuring minimal impact to the Hospital and surrounding area, considering but not limited to the following;

- The site location within the Hospital grounds,
- Shared access roads,
- Neighbours, both hospital and residential,
- Site deliveries,
- Hospital deliveries,
- Pedestrian movements inside and outside of the site area
- The NWAS area

3.1 Roles and Responsibilities

Role	Name	Duties/Responsibilities
SSR	Jamie Jackson	Responsible for ensuring that the Logistics plan is implemented, and reviewed/updated regularly
Site logistics Manager	TBC	Responsible for ensuring that the Logistics plan is implemented on site, managing change and reporting issues to the SSR
Site Gateman 1	Phil Latham	• Managing & controlling the main site vehicle gates, • Controlling vehicle access, • Keeping delivery records, • Inspecting vehicles for compliance and cleanliness • Liaising with gate man 2 • Notifying contractors of deliveries & liaising with

		General security during site hours.
Site Gatemen 2	TBC	- Managing & controlling the delivery meet and great area, - Controlling vehicle access, - Keeping delivery records, - Inspecting vehicles, - Liaising with gate man 1
Banks Man 1	Phil Latham	- Managing the safe movements of delivery vehicles around site - Liaising with subcontractors & delivery drivers to ensure safe receipt and movement of delivered materials
Banks Man 2	TBC	- Managing the safe movements of delivery vehicles around site - Liaising with subcontractors & delivery drivers to ensure safe receipt and movement of delivered materials
All site operatives	All	- Use allocated pedestrian routes as detailed on the current site logistics plan. - Report any unsafe routes - Review routes daily with supervisors

Individuals assigned to these roles are also identified on the project Roles and Responsibilities Matrix.

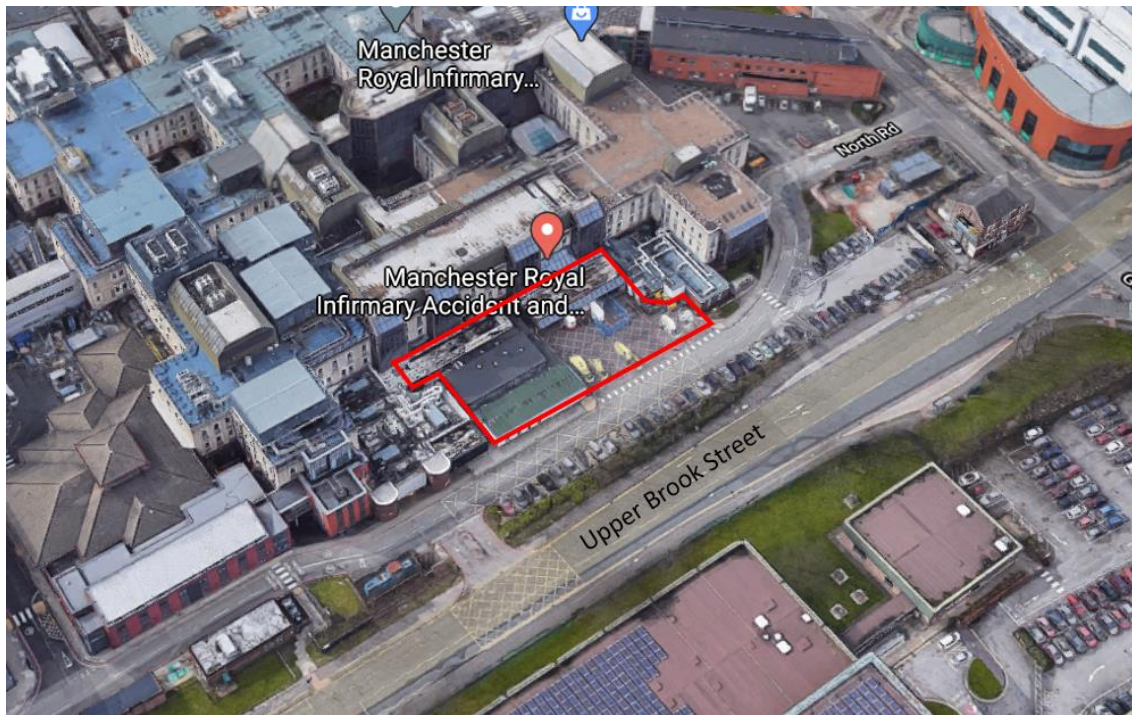
3.2 Principal Contractor

Integrated Health Projects (IHP)
 VINCI Construction UK Ltd
 Ditton Road
 Widnes
 WA8 0PG
 Contact Jamie Jackson
 Mob 07887822852
 Tel 01925 846100

3.3 Site Location and overview

The Location of the planned works will be located in its' pre-existing position on the North Road frontage of the Manchester Royal Infirmary, adjacent to the existing Emergency Department and NWAS station, off Upper Brooke street. Address below and site area detailed below.

IHP Project RED Construction Site
 Manchester Royal Infirmary,
 North street (access via Grafton Street only)
 Manchester
 M13 9NZ



4. Items to Consider

4.1 Site Access and Traffic Routes to Site

- Site Boundary – The site boundary will be secured using 2.4m high solid timber or steel security hoarding
- Vehicle site entrance/exit – Vehicle entrance and exit gates will be used by the Gate men to control the access of vehicle and prevent unauthorised access to the site. The gates will be steel with mesh infills, 2.4m in height.

- Pedestrian site entrance/exit - The pedestrian entrance to site will be exclusively via a turnstile module unit, to ensure vehicle and pedestrian segregation. The turnstile will be controlled using biometric technology. See appendix 1
- The delivery route for all vehicles to the **site area** will be via Grafton street and North rd. only. Once vehicles enter North road they will be directed (using signage) into the IHP delivery vehicle meet and greet area where they will be checked and either unloaded (if the delivery is allocated to the delivery area) or held, until the site is ready to receive the delivery direct. See logistics layout plan for details. See appendix 1
- Construction traffic leaving the site will do so via North road and via the Upper Brooke street exit. Large articulated vehicles will be restricted to turning right only onto Upper Brooke St, due to the constrained radius of the site exit. (this will be briefed to all exiting vehicle drivers by the IHP gateman)
- Road Restrictions – All hospital roads with the exception of North rd. access via Grafton street are restricted and must not be used for construction traffic unless prior agreement has been made with the IHP & the Trust. See logistic layout plan for restricted areas.
- Prohibited Routes, Blue Light Routes - All hospital roads with the exception of North rd. access via Grafton street are prohibited routes and must not be used for construction traffic, unless prior agreement has been made with the Trust. See logistic layout plan for restricted areas.
- **Weight restrictions – The vehicle entrance to the Site welfare and office area has a weight restriction of 10900kg in total (abased on specific axel spacing), or 165kN per axel. See below details. Warning signage will be erected adjacent to the entrance area.**

Vehicles Permitted to Use Protection Slab

1. Road vehicles (Construction and Use) Regulations 1986 and amendments. Road Vehicles (Authorised Weight) Regulations 1998. This includes vehicles with maximum axles loads up to 10900kg at the specified spacing typically not less than 1.3m axle spacing.
2. SV100 vehicle as defined in "CS458 The assessment of highway bridges and structure for the effects of special type general order (STGO) and special order (SO) vehicles (formerly BD86/11)". 164kN unfactored axle load at minimum axle spacing of 1.2m c.c.
3. Any other vehicles with the axle load and spacing not larger than the above mentioned vehicles.

- Off Site Vehicle Holding Area – The offsite vehicle holding area is – TBC if required once infrastructure scheme developed
- Car/van Parking Areas – The Grafton street and Hathersage road multi storey car parks. Parking is available at a discounted rate of £10 per day for operatives working on the Project RED scheme and can be purchased from the carpark kiosk (not the pay machine). Please note that the Grafton street car park has a height limit of 2m and the Hathersage road 2.1m. The car parks are shared with NHS patient and staff & visitor carpark. Please respect the facility and the other carpark users.
- Public Transport Links
 - By Bus, The Hospital is very well served by buses. Over twenty different routes from across Manchester all stop directly outside the Hospital on Oxford Road, including the 147 bus from Piccadilly Train Station. The First Bus 18 Service from Langley and the V1/V2/ V3 from Leigh and Atherton stops on the Boulevard close to all main hospital entrances.
 - Cycle, we have cycle racks to lock your bike up outside all of our Central Site hospitals. It's about a 15 minute ride to us from Manchester Piccadilly Train Station, or 10 minutes from Manchester Oxford Road Train Station.

[Visit Cycle Streets for a personalised cycling map and directions to our site.](#)

- By Train, the closest railway stations are Manchester Oxford Road (MCO), approximately 1 mile away, and Manchester Piccadilly (MAN), approximately 1.5 miles away. Both are a short walk, cycle or bus ride from the Hospital.

[Visit National Rail for a personalised rail timetable](#), simply click the link and enter your starting station, destination (MCO or MAN) and travel time.

- By Tram, the nearest tram stop is at St Peter's Square at the north end of Oxford Road, approximately 1.5 miles away. This is a short walk, cycle or bus ride from the Hospital.

[Visit the Transport for Greater Manchester site for details of trams to and from St Peter's Square.](#)

- Local Restrictions on Access & Timings – Please see site logistics layout plan for details of restricted areas
- Emergency Vehicle Routes – Due to the location of the development being at the heart of the existing Emergency department, North road located directly adjacent to the site is a blue light route for ambulances attending the ED and access to the base for the North West Ambulance Service vehicles. At no point can this access route be blocked or parked upon.
- The nearest Emergency Department is directly adjacent to the site area.

Manchester Royal Infirmary,
 North street, off Upper Brooke street.
 Manchester
 M13 9NZ

Tel; 01612761234

- Planned Deliveries – Site deliveries will be controlled using the site delivery planner. The planner (Timings)

4.2 Fire Access, Fire Points and Means of Escape

- See RED Fire Plan for details of the specific fire control measures, planning and risks on site.
- A site Emergency Grab Pack will be developed for the scheme. This will contain information that will assist the emergency services upon arrival to site. Copies of the Grab pack will be held in the site office and the site gate house for easy access
- Emergency Contact Numbers including Keyholder's details will be displayed adjacent to the site gates in case of emergency.

4.3 Pedestrian and Vehicle Routes Within Site

- Interfaces with Public – The interface between the public & Site operatives and vehicles will be minimised as far as practically possible. To prevent accidental/unauthorised site access 2.4m perimeter site hoardings will be used to the main site areas, and 2.1m high mesh Herras fencing to any temporary short term work areas. Steel gates, controlled by the IHP gate men, will be used to secure the site access points. The gates will be kept locked when not in use.
- Where public interfaces cannot be avoided, at gates/access points, then control measures and/or workforce briefings (site induction) will be used to ensure site security & minimal disruption.

- Segregated Vehicle/Pedestrian Routes – All vehicle access routes will be clearly identified using a pedestrian barrier systems. On site pedestrian routes and vehicle routes will be detailed on the site logistics plan layout and also briefed to all site operatives, staff and visitors during the site induction. Pedestrian routes around site will be clearly identified using signage
- Define Routes Including Crossing Points – Crossing points will be identified on site using warning signage, red access hoops and where possible painted zebra crossings. These will be updated as the build progresses. See appendix 1, Phased site logistics plan layout for latest details
- Site visitor access - All site visitors will be required to attend a site visitor induction (appendix 3) prior to entering the site areas. All visitors will be assigned to a chaperone/supervisor, who will escort them around site at all times.
- The Site Speed Limit is 5mph. Signage will be displayed along vehicle access routes and plant drivers will be informed in the site induction
- Office & Welfare Location – See the site layout plans (Appendix 1) for details
- First Aid Point – First aid stations will be located at the site offices and the site gatehouse
- Wheel Wash Location – A wheel wash facility (located at the site exit gates), will be used to control the risk of mud from site being transferred onto the adjacent roads. See the site layout plans (Appendix 1) for details
- Material Storage Area – See the site layout plans (Appendix 1) for details

4.4 Public Highways

- Access to the site for construction traffic will be via Grafton street
- There are no works currently planned outside of the hospital site/road network.

4.5 Office and Welfare area

- The IHP site office and welfare accommodation will be located off Upper Brook street
- See IHP Site office and Welfare accommodation plan for details (Appendix 2)
- **Weight restrictions – The vehicle entrance to the Site welfare and office area has a weight restriction of 10900kg in total (based on specific axle spacing), or 165kN per axle. See below details. Warning signage will be erected adjacent to the entrance area.**

Vehicles Permitted to Use Protection Slab

1. Road vehicles (Construction and Use) Regulations 1986 and amendments. Road Vehicles (Authorised Weight) Regulations 1998. This includes vehicles with maximum axle loads up to 10900kg at the specified spacing typically not less than 1.3m axle spacing.
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3. Any other vehicles with the axle load and spacing not larger than the above mentioned vehicles.

- Emergency Contact Numbers including Keyholder's details will be displayed adjacent to the site gates in case of emergency.

4.6 Fixed Plant, Craneage and Hoisting

- Crane Location & Radius – All craneage will be located within the site footprint. The exact locations will be advised in due course. Lifts will be planned to ensure suspended loads do not oversale live hospital buildings.

- Hoist Location - See the site layout plans (Appendix 1) for locations. All hoist designs will receive Temporary works checks. The maximum capacity of the hoist will be displayed on the hoist entrance.
- Loading Bays – All loading bays will be designed to meet the specific requirements for their purpose. Maximum loads will be displayed on any loading bays. All loading bay designs will receive Temporary works checks.
- Scaffolding – All scaffold will be designed or build in line with TG20:21 standard details and guidance where appropriate. All scaffolds designs will receive Temporary works checks.
- Mast Climbers - Mast climbers will receive Temporary works checks.
- MEWP Zones – The use of MEWPS will be planned/coordinated with adjacent trades to ensure suitable safe working areas. Segregated safe zones will be set up around MEWPS to control this.
- Fuel Store & Bund – Fuel will be stored in double bunded tanks where required. Fuel tanks will be stored away from the existing hospital buildings.
- Gas Bottle Store – The storage of gas bottles on site will be discouraged as far as reasonably possible. All gas bottles stored on site will be located in a secure locked gas storage cage, on the material storage compound area. The use of oxyacetylene gas will not be permitted on the site.
- Hazardous Material Store (COSHH) – A dedicated COSHH store will be located on the material storage compound area.
- Concrete Pumps wash out – A separate concrete wash out skip will be used. The dried washout will then be broken up and recycled or removed from site as construction waste.

4.7 Material Storage and Distribution

- Haul/Distribution Routes - See the site layout plans (Appendix 1) for locations
- Material Storage Areas – Storage areas will be identified within the site areas and the additional storage area adjacent to the site office/welfare area. See appendix 1 for site area locations

4.8 Waste Management

- Recycling Area – Waste generated on site will go into general waste, plasterboard waste and/or hazardous waste containers and transported to an offsite facility for further segregation and recycling.
- The waste containers and skips will be located in the waste stations located within the site areas, as shown on the site logistics plans (Appendix 1)
- The recycling area(s) will be located a minimum of 6m away from existing hospital buildings
- Sub-contractors will be responsible for the collection and horizontal movement of their own waste.
- The failure of subcontractors to manage their own waste will result in clean-up notices being issue (via FieldView). Failure to action a clean-up notice will result in the IHP site logistics team removing the waste, with the associated costs being charged to the subcontractor.
- Waste will be collected in wheeled bins & tubs (supplied by subcontractors) and transported from the floors/roof to the ground level via the hoist. Once at ground level the waste will be collected and moved to the site recycle area by the telehandler.
- Dedicated waste collection periods will be allocated to the hoist and telehandler twice daily to ensure good site housekeeping is maintained

4.9 Deliveries/Collections

- All site deliveries/collections must be booked using the IHP online delivery planner.
- **ADD MSITE DELIVERY PLANNER DETAILS**
- Requests for delivery/collection slots must be made min 24hours prior to the time requested.
- Delivery's/collection's must be agreed with the IHP staff prior to it being authorized on the delivery planner, this is to ensure that sufficient material storage areas have been agreed.
- The time requested must include sufficient time to unload/load
- For access to the planner please contact the IHP **site office manager (add contact details)**
- Deliveries must adhere to their prebooked time slots. Late or early deliveries must not turn up to site as there is no waiting room available. All deliveries that arrive outside of their pre booked time slot will be turned.
- Deliveries must arrive at the "Meet and greet" area, where they will be checked and held until the main site area is ready to accept the delivery.
- All delivery drivers must complete the delivery driver site induction form on arrival (Appendix 4)
- **Under no circumstances must delivery/collection vehicles park/wait on the Hospital site or roads.**

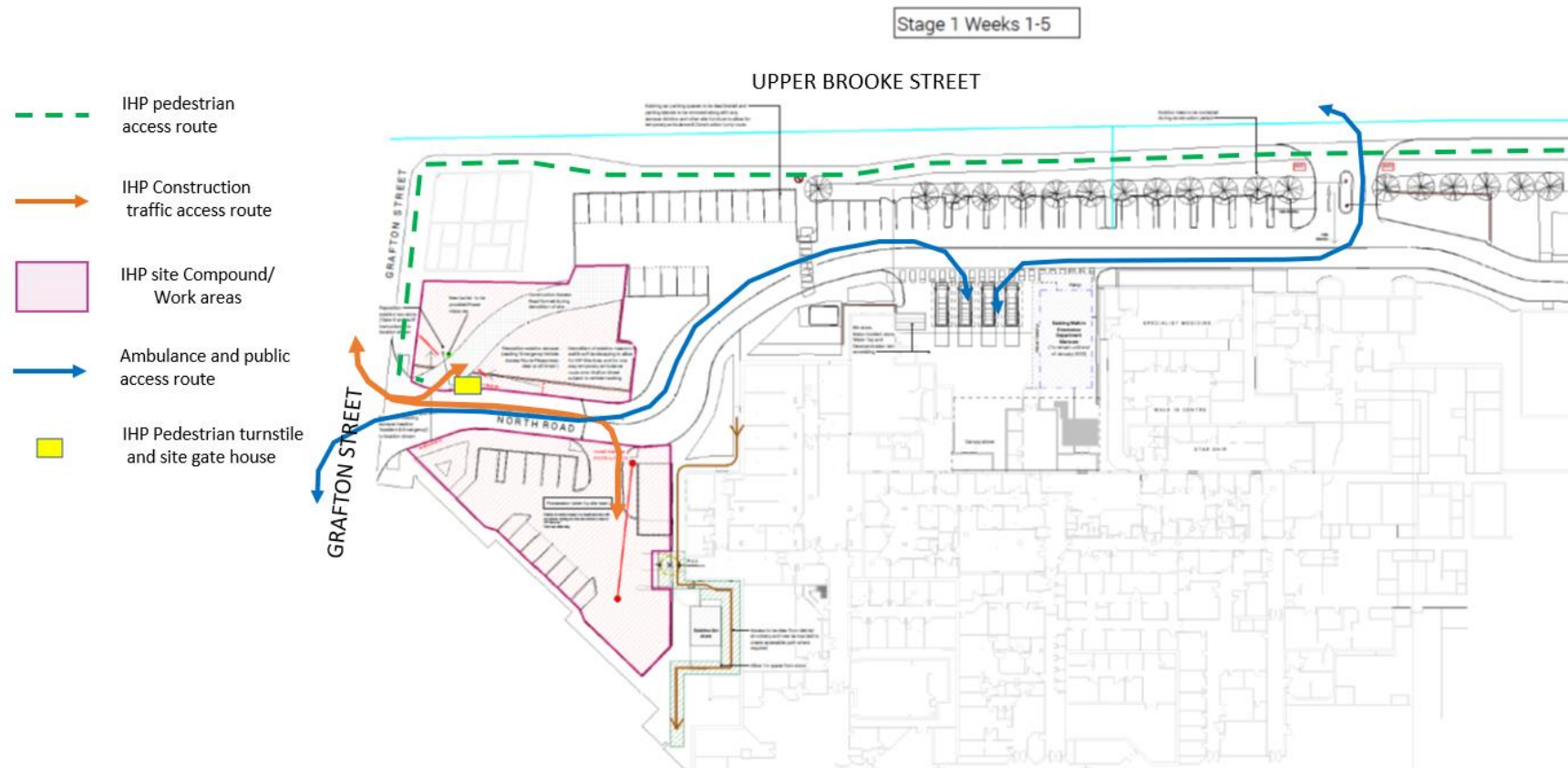
4.10 Other Considerations

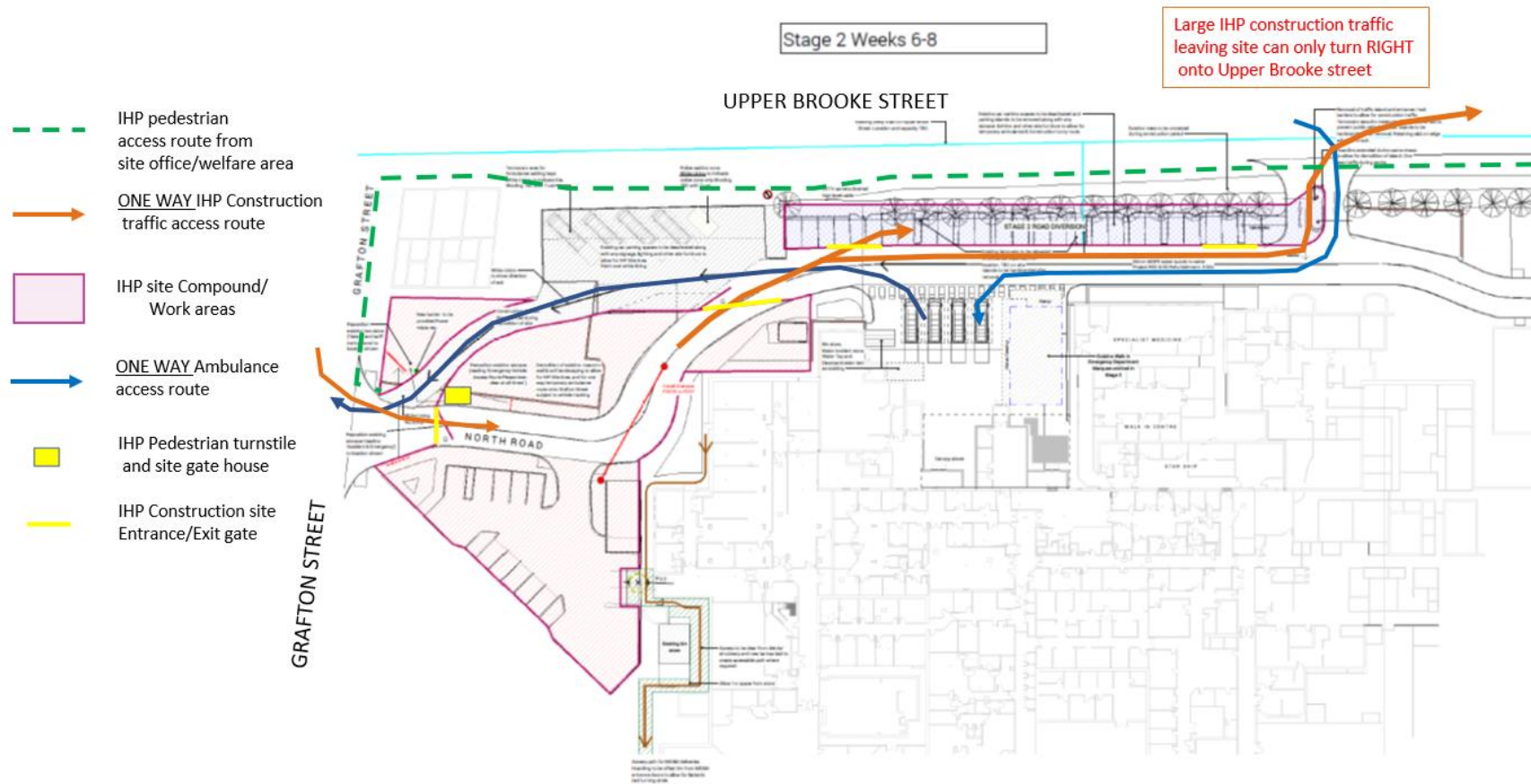
- Rights of Way – Right of way to the below areas will be maintained as requested by the trust.
 - North road during the early enabling works (until the alternative ambulance exit is formed and the WIC tent removed)
 - The transformers located adjacent to the welcome building carpark
 - The ED drop off for the Ambulance service
 - The altered MEAM department delivery entrances located adjacent to the welcome building carpark
- Prevention of Nuisance to Occupiers/Neighbours – Works with the potential to create excessive noise and vibration will be trailed to assess the impact on the adjacent wards & departments, prior to them being fully permitted to commence.
- Noisy Work Restrictions – Normal works will be between 7.30am and 6pm. Works outside of this time will be agreed with the trust.
- Noise & Dust Monitoring Points – Noise and dust monitoring location to be agreed with the trust

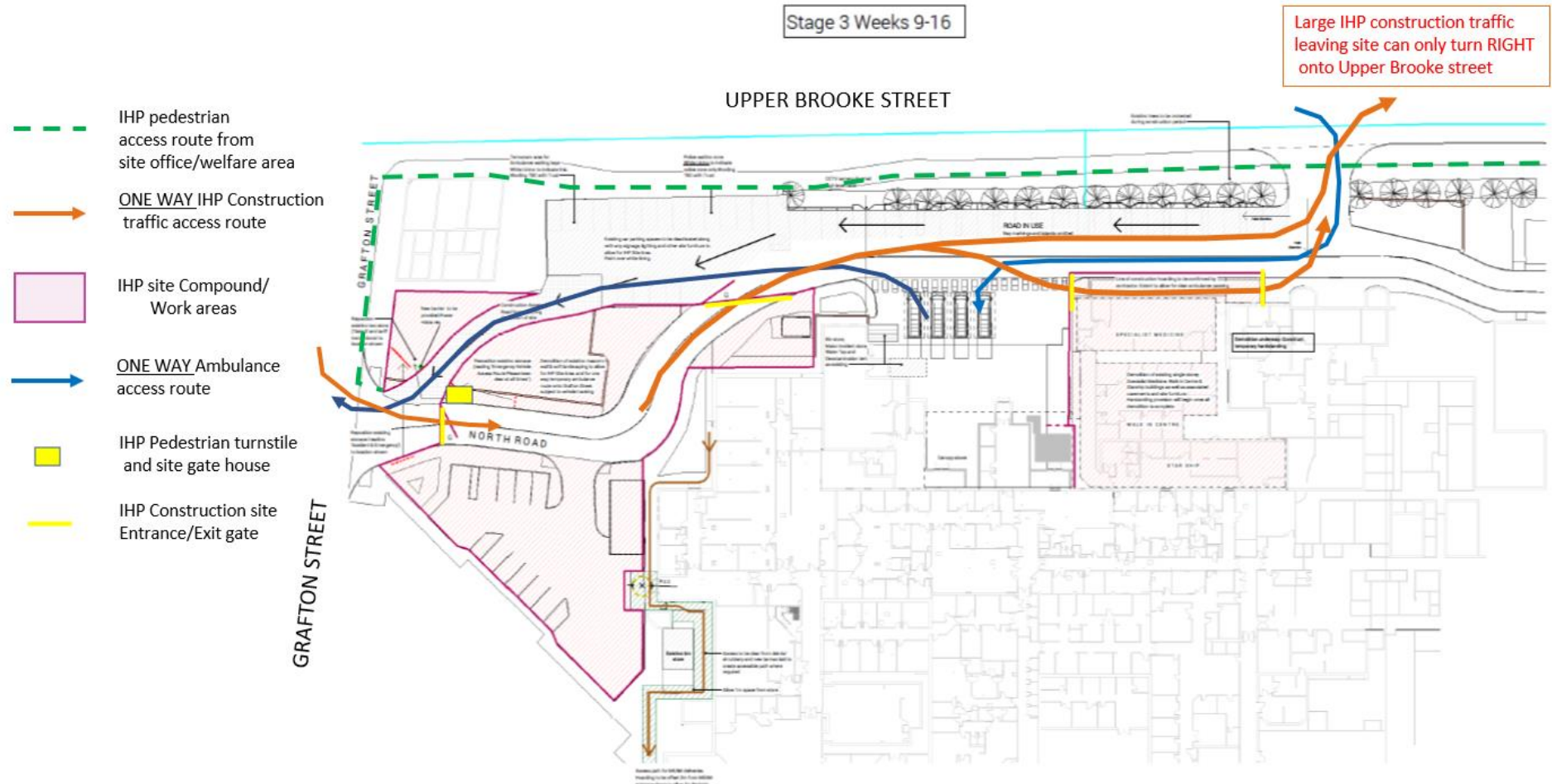
5. Associated Documents

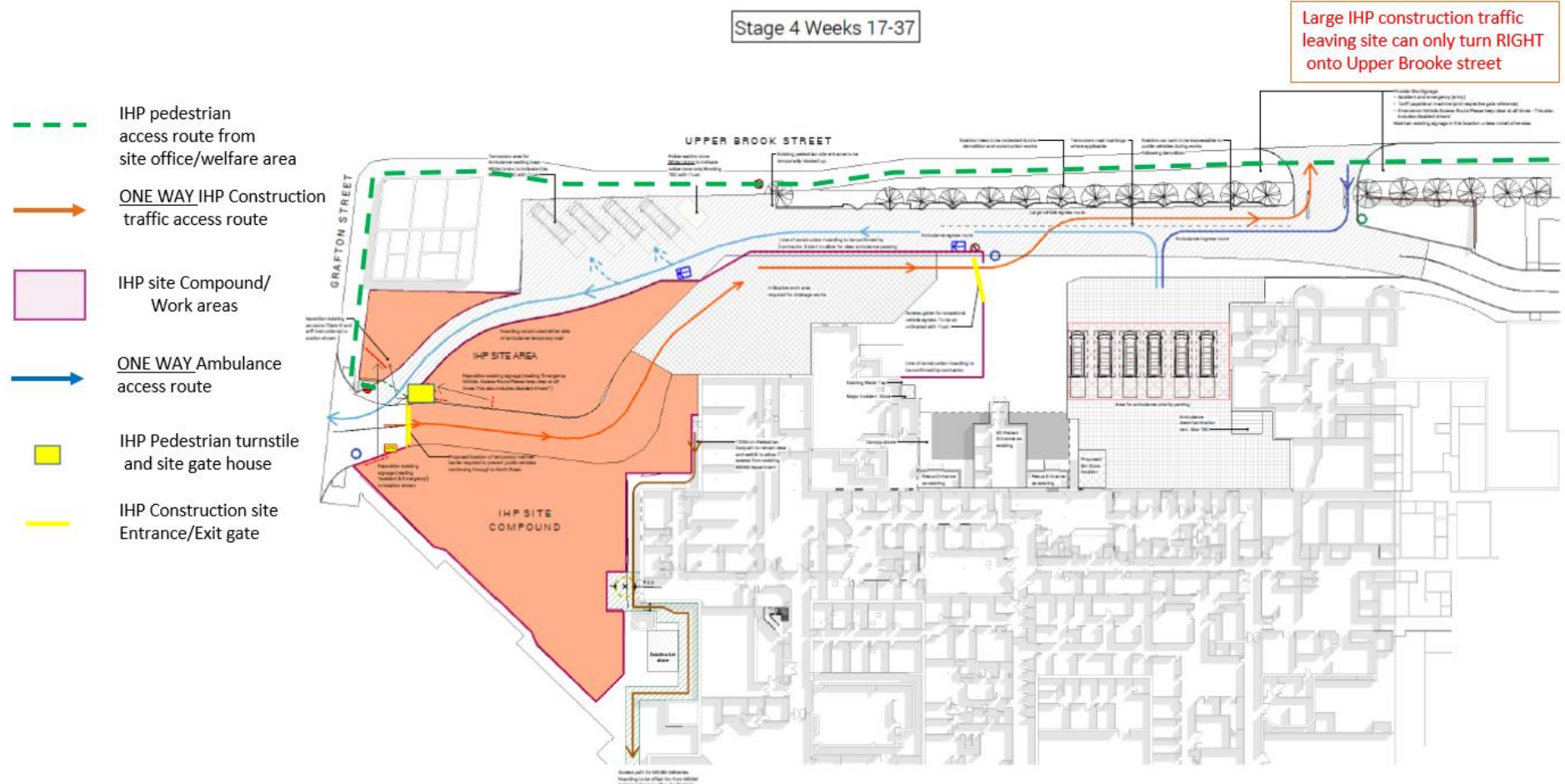
IHP Project RED Fire Plan

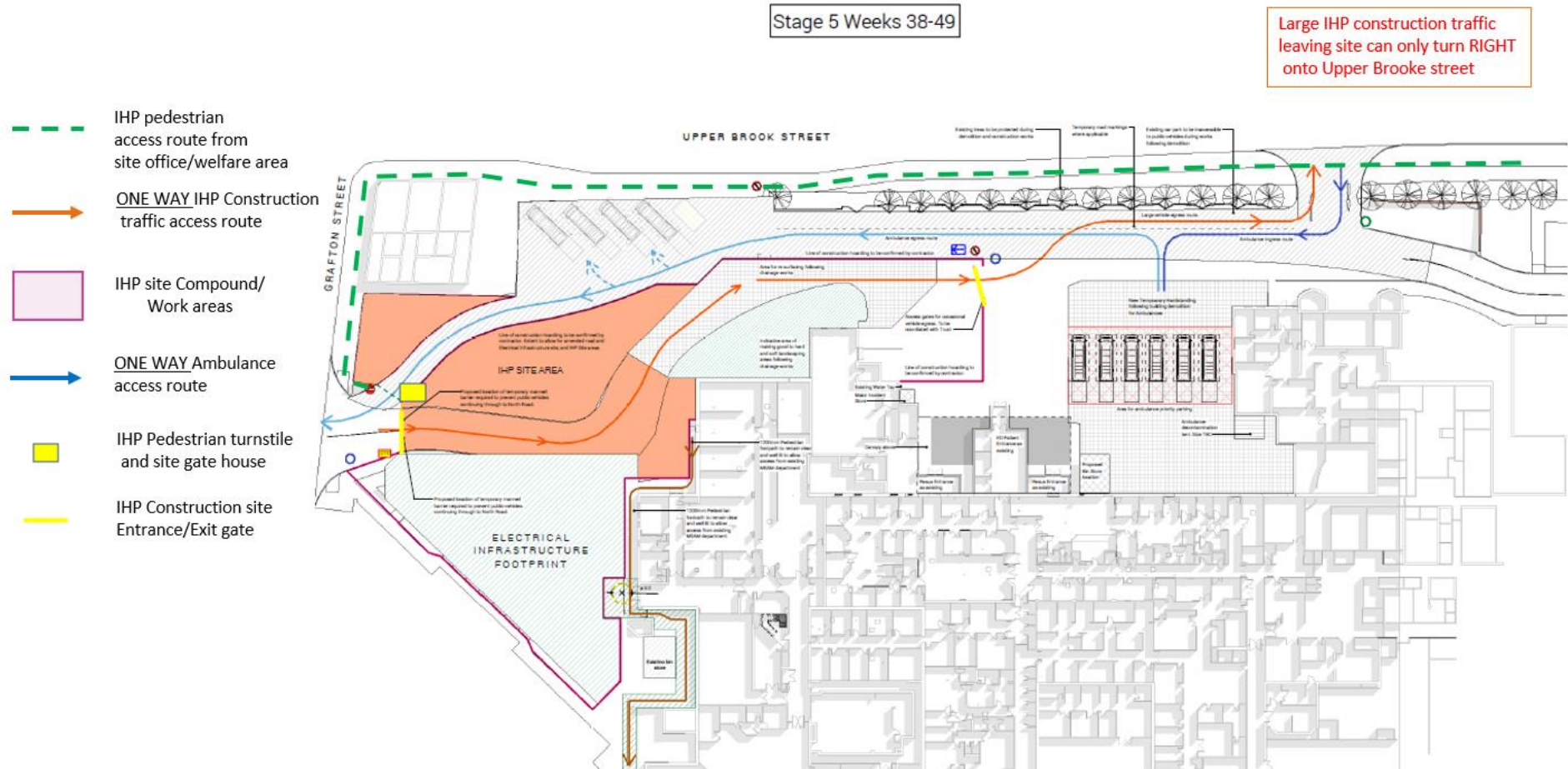
Appendix 1 Phased Site Logistics Plans

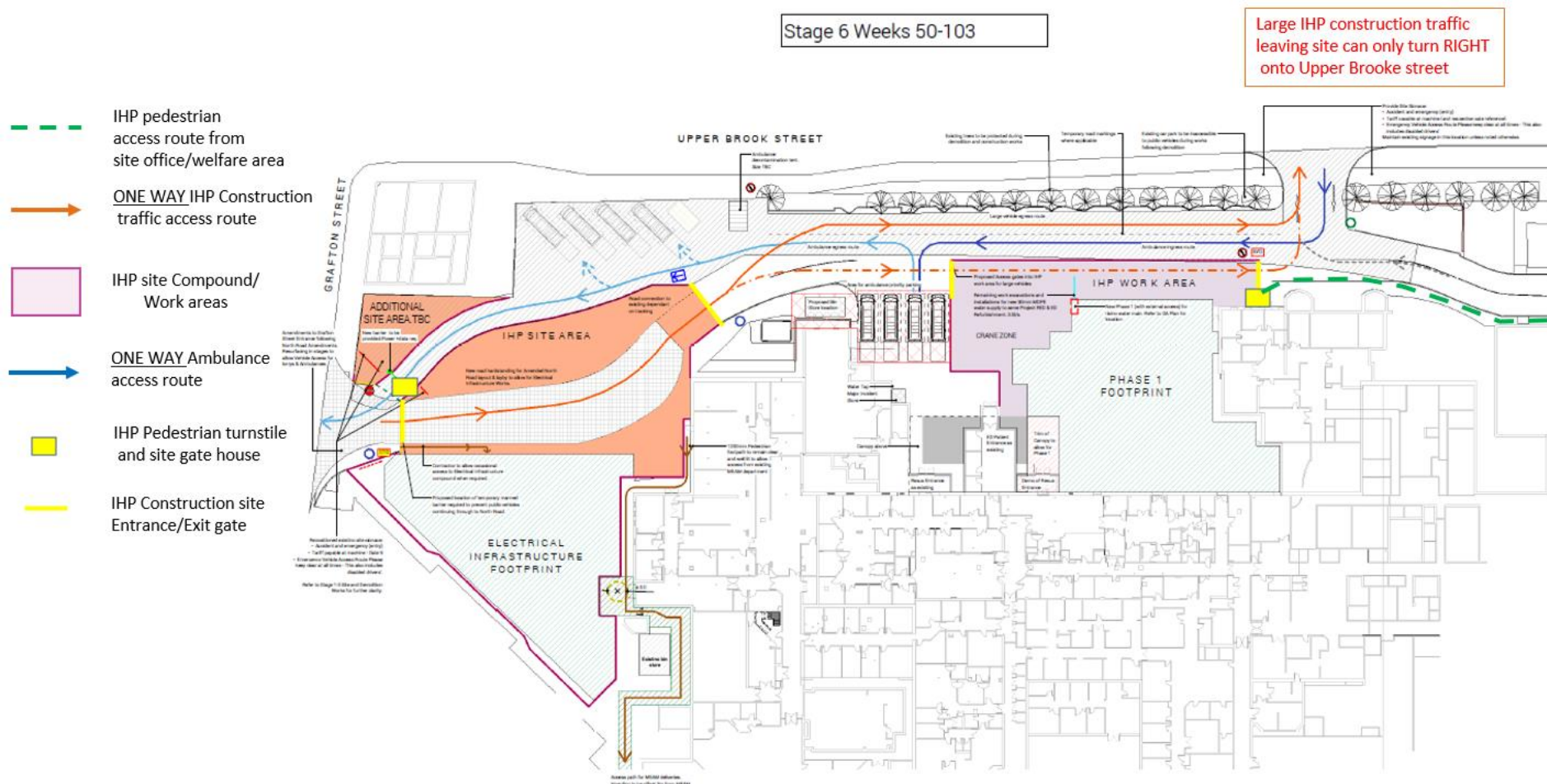


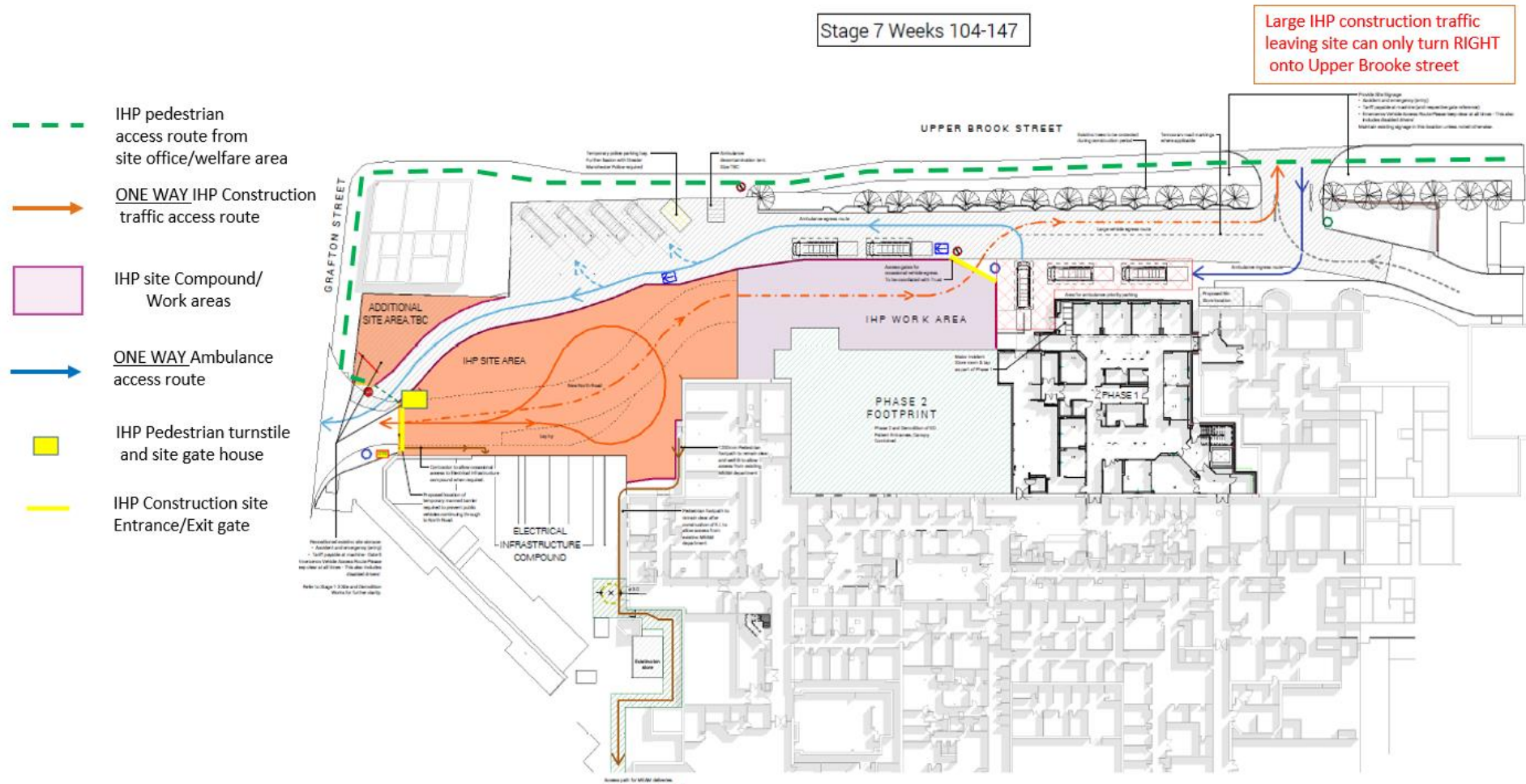






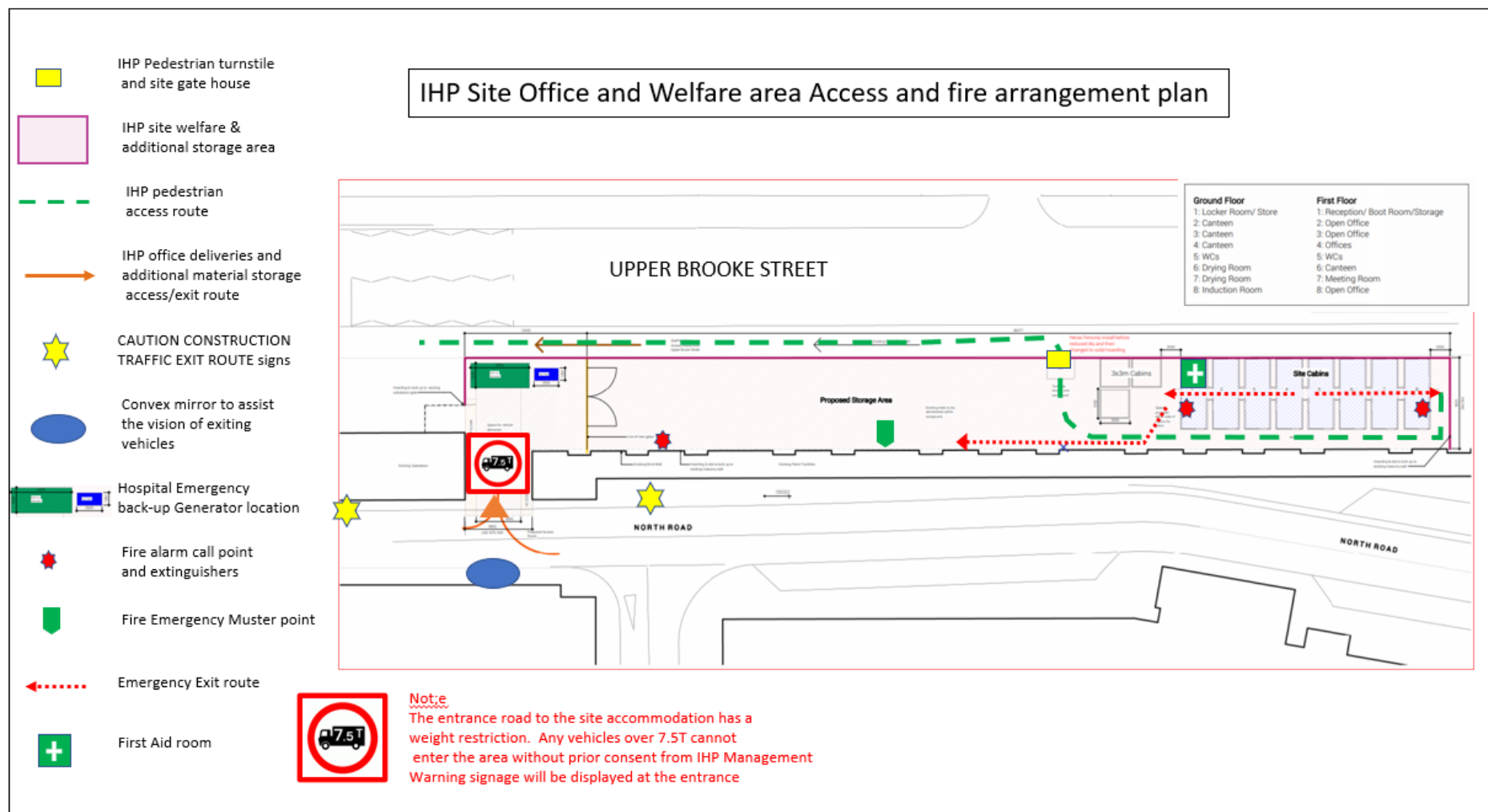






Appendix 2 IHP Site Office and Welfare Plan

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*** Documents on the Intranet are “controlled” version. Uncontrolled when printed. ***				



Appendix 3 Visitor site induction



Project RED VISITOR SITE INDUCTION

1. All visitors must report to IHP management and sign in prior to entering the site area
2. Visitors may only enter site if accompanied by a member of the IHP management or a subcontractor supervisor (with agreement of IHP)
3. PPE must be worn at all times when on site – Hi-visibility clothing, hard hat, safety footwear, gloves, eye protection
4. The site and grounds are non-smoking
5. You must adhere to the site pedestrian access and egress routes and be aware of directional signage.
6. In the event of an emergency you must leave site and report to the muster point located
7. The current site risks are; (manager/supervisor to list below)
 -
 -
 -
 -
 -
8. You must not undertake any works on site. Your visit is for visual inspection or survey only.

Name of IHP/Sub-Contractor escorting supervisor:

I confirm that I have read and understood the points above.

Signature:

Date:

Appendix 4 Delivery Driver induction



Project RED DELIVERY/COLLECTION DRIVER SITE INDUCTION

1. All Drivers must report to IHP Gateman in the meet and greet area and sign in prior to being allowed to the main site entrance
2. Under no circumstance must delivery vehicles arrive directly to the main site entrance gates.
3. All deliveries must be booked in using the site delivery planner (min 24hrs prior to delivery). Any unplanned/unauthorised deliveries will be turned away
4. The site vehicle delivery routes must be used
5. Drivers must adhere to the 5mph speed limit whilst on the site
6. Reversing vehicle must be banked at all times
7. Vehicles must be checked for cleanliness prior to leaving the site area. Wheel wash to be used when required.
8. PPE must be worn at all times when on site or out of the Vehicle – Hi-visibility clothing, hard hat, safety footwear, gloves, eye protection
9. Drivers/banks men must not access the back of wagons/vehicles without suitable edge protection/fall arrest measures being in place.
10. The entire hospital and site grounds are non-smoking
11. You must adhere to the site pedestrian access and egress routes and be aware of directional signage.
12. You must not undertake any works on site. Your visit is for delivery/ inspection or survey only.

Date:.....

Sub-Contractor :

Haulier name (if applicable):.....

Driver name (Print & sign):.....

Name of accompanying supervisor (if applicable) :.....