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STAINBURN ROAD

STAINBURN ROAD, OPENSHAW, MANCHESTER M11 2QA

Vehicle Tracking to Assess Dock Positions

Swept Path Analysis

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10th April 2026

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Objective

To test and prove the practicality of proposed dock positions within the constraints of the vehicle yard

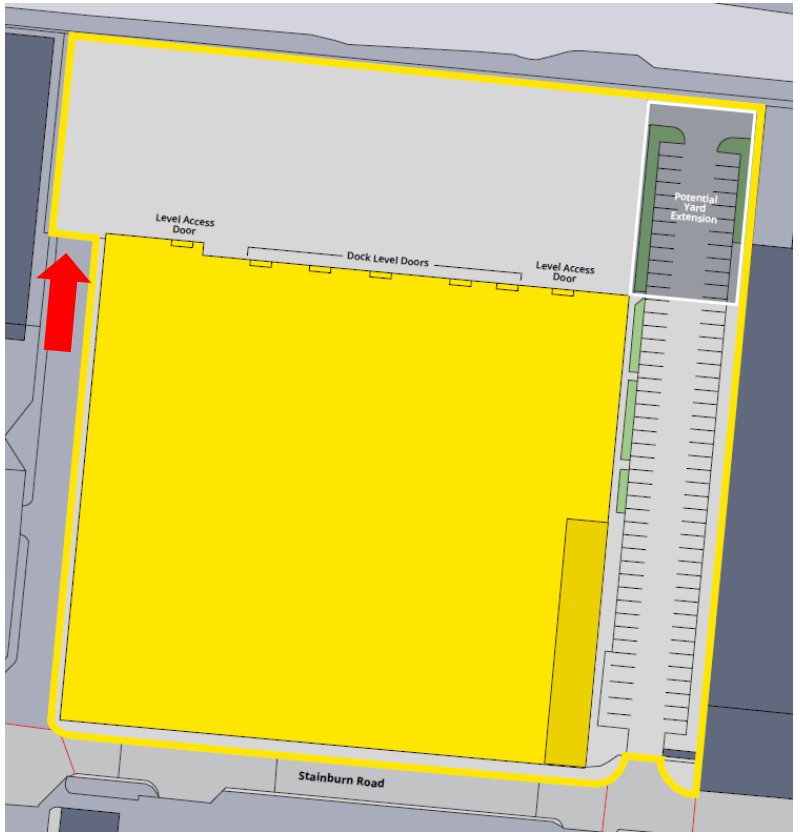
Considering 3 different dock layout options

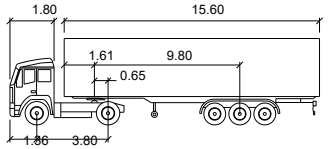
1. 5 new centrally located dock level loading doors, 3 new level access doors and an existing level access door.
2. 5 new centrally located dock level loading doors, 2 new level access doors positioned either side of the dock levellers and an existing level access door.
3. Option 2 with a yard extension into the existing car park

Considerations

- Access to the yard is through gates at the end of an access road to the left of the warehouse
- The yard has dimensions of approx. 112m x 39m
- There is an option to extend the yard into space currently utilized for car parking
- Ideally reversing vehicles onto loading should be achieved with “Sight-side reversing” rather than “Blind-side reversing”
- Vehicle tracking has been assessed using the largest Uk legal articulated vehicle at 18.55m.

Existing Configuration





LST (18.5)

Meters

Tractor Width	: 2.55	Lock to Lock Time	: 6.00 s
Trailer Width	: 2.55	Steering Angle	: 42.64 deg
Tractor Track	: 2.55	Articulating Angle	: 70.00 deg
Trailer Track	: 2.55		

Executive Summary

The current yard and vehicular access configuration is adequate to accept “Long Semi-Trailers” with a total length of upto 18.55m.

There is adequate space for the vehicle to enter, turnaround and leave without hindrance.

There is adequate space for the vehicle to enter the yard and reverse onto any of the proposed centrally located dock levellers or the 4 level access doors in Option 1 using safe “Sight-side Reversing”

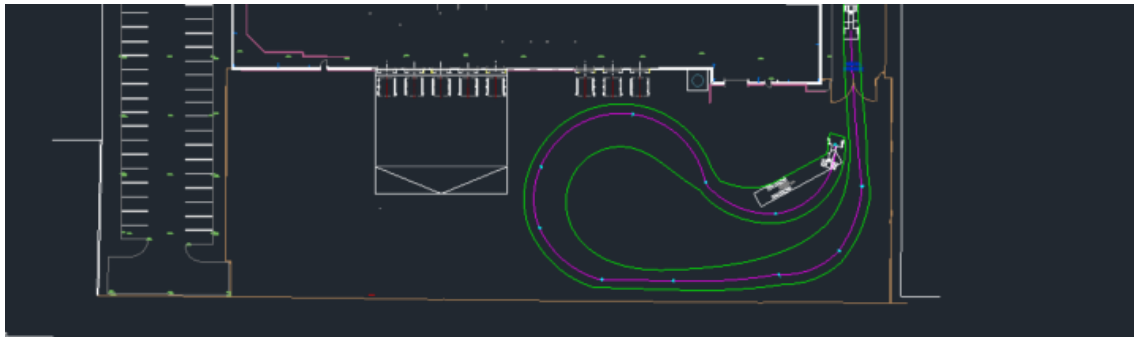
With the current yard configuration (unextended), access to the level access doors closest to the car park, as proposed in Option 2 is restricted using “Sight-side Reversing”.

There is an option for vehicles to turn around and “Blind-side Reverse” onto these bays. This is considered more difficult and less safe with limited visibility.

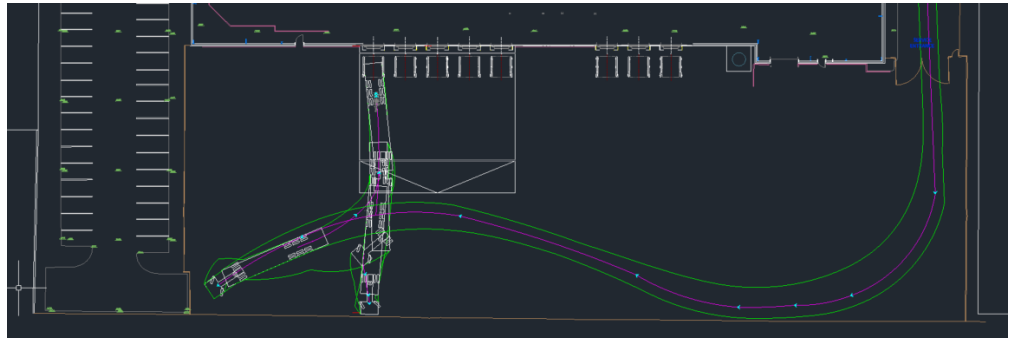
Larger logistics companies may well down-score the site on the basis of sub-optimal health & safety.

Optimal vehicle maneuvering to all proposed bays can be achieved with a yard extension into the existing car park

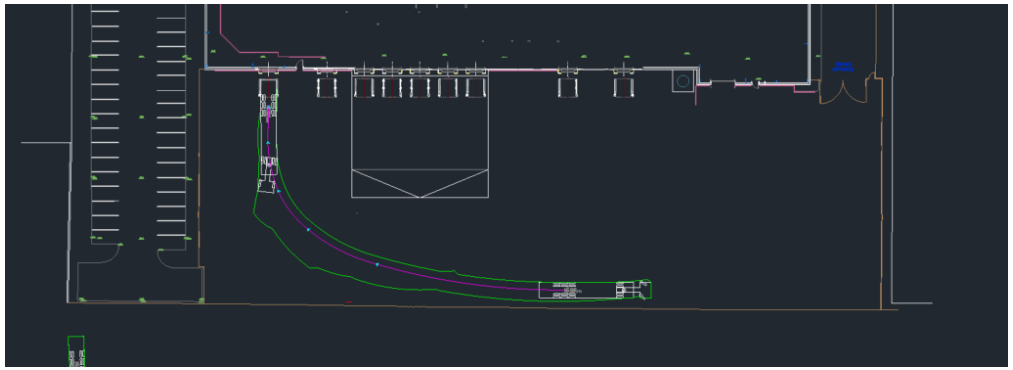
Vehicle Turnaround



Limits of Sight-sided Reversing



Blind-sided Reversing



Extended Yard



Option One

5 Centrally located dock-level doors and 3 proposed level-access doors

The yard allows a full size 18.5m semi truck to turnaround and exit the site

The yard allows an 18.5m truck to safely reverse onto all proposed loading bays

The area between the dock levellers and the car park can be utilized for truck parking, but is only accessible with blind side reversing.



Option Two

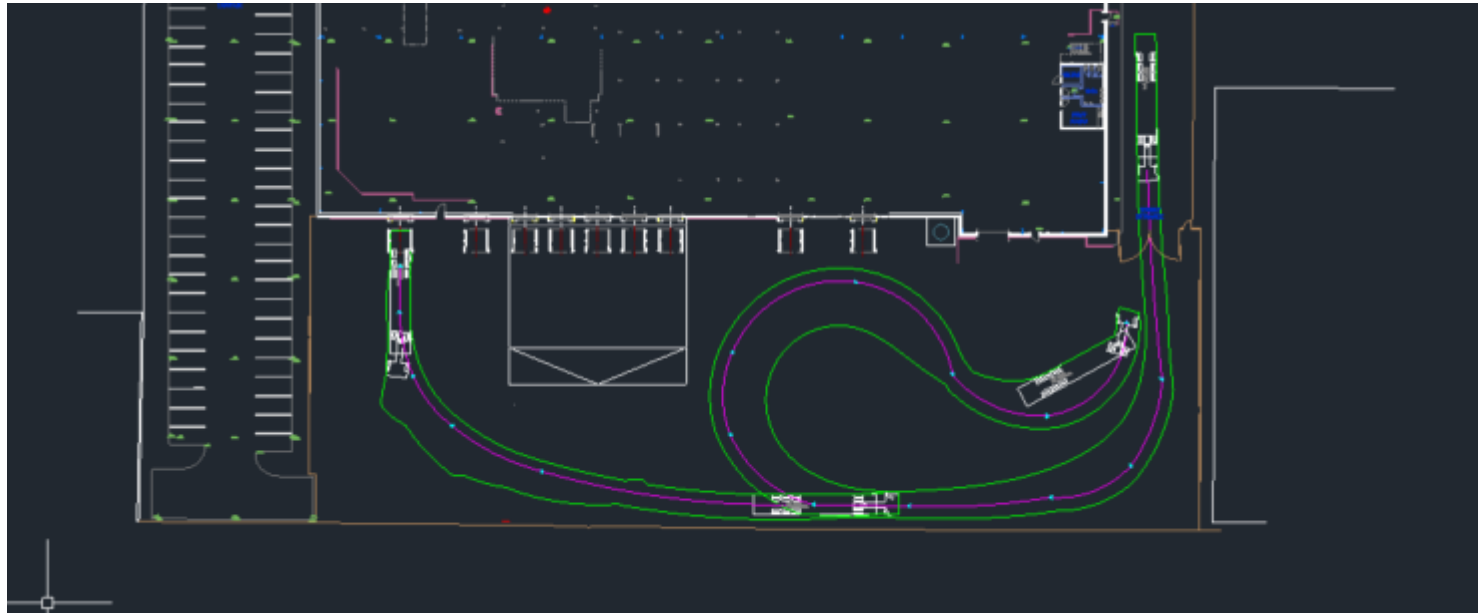
5 Centrally located dock-level doors and 4 proposed level-access doors, 2 on either side of the dock levellers

The yard allows a full size 18.5m semi truck to turnaround and exit the site

The yard allows an 18.5m truck to safely reverse onto 8 of the 10 proposed loading bays

The 2 level access bays adjacent to the car park can only be access with the use of blind side receiving

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Option Three

5 Centrally located dock-level doors and 4 proposed level-access doors, 2 on either side of the dock levellers

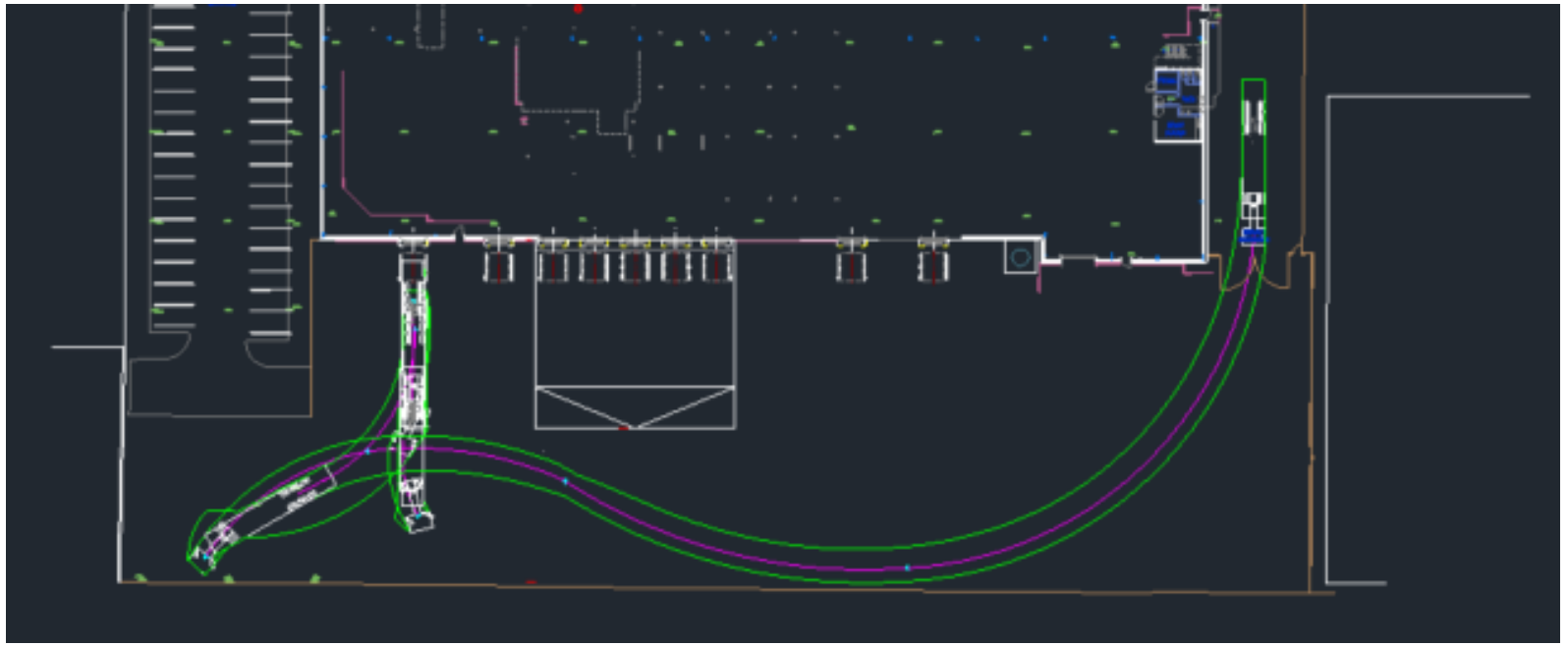
The yard is extended into the existing car park

The yard allows a full size 18.5m semi truck to turnaround and exit the site

The yard allows an 18.5m truck to safely reverse onto all of the 10 proposed loading bays

This is the preferred / safest solution for full utilization of the yard

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Disclaimer

This modelling is based on information provided and provides an indication of vehicle movements within the limitations of the Swept Path Analysis Software utilised.

All dimensions should be checked on site.



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