Integrated Management System
Construction Logistics Plan

Project	**UoM Kilburn Building HPC (PN8716)**	**Job No**	**CI10449**
Name	**Jade Gregory**		

Client (Name and Address)	Site Address
Manchester University, Oxford Rd, Manchester M13 9PL	**Kilburn Building Manchester University, Oxford Rd, Manchester M13 9PL**

	Name	Title	Signature	Date
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Approved (Sudlows)	Duncan Scott	Design Lead		30/09/2026
Accepted (Client)				
Accepted (Principle Designer)				

Revision Record

This document has been reviewed and where necessary updated as below

Rev	Date	Purpose	Amendment	Updated By
1	30/09/2026	CLP Development	First Issue	JG
2	02/10/2026	General Update	Second Issue	

Version No.	Copy No	Issued to:	Name
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	7.	Operations Director	Mike Tilston
	8.	Project Manager	Craig Price
	9.	Site Manager	Danny Dawson
	10.	Commercial Lead	Jack Stonier
	11.	Sudlows Health and Safety Manager	Sandra Green
	12.	Sudlows Health and Safety Advisor	Sean Hurst

Aerial view of the site



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2. Introduction

This Construction Logistics Plan has been produced to define the arrangements Sudlows will deploy on the University of Manchester Kilburn Building site to control traffic movement, pedestrian movement, site security along with materials / equipment receipt and storage.

Sudlows have an excellent environmental and safety record but appreciate that every year people are killed or injured by vehicles at work and the incorrect management of site logistics wastes fuel. This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions.

Avoiding hazards and controlling the HS&E risks arising from the use of the vehicles in construction work is essential and both the Sudlows Health and Safety Team and the Health and Safety Executive (H.S.E.) expect to see traffic management plans that include:

- Site delivery and pick-up planning.
- Planning and managing both vehicles and pedestrian movements around site.
- The elimination of reversing where possible
- Safe / efficient driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading / storage areas

The traffic management strategy for the HPC project is one of minimising the interface, wherever possible, between members of the public, site users and site traffic.

This minimisation will be achieved by: -

- Ensuring adequate site 'Goods Inwards' facilities are established
- Implementing systems for the management of materials to reduce the number of deliveries
- Always controlling vehicular movements whilst on site
- Provision for loading/unloading vehicles.
- Defined and segregated storage of plant and materials
- Defined site access and traffic routes.
- Setting out signing system for works traffic.
- Measures to protect any tree, shrubbery and other landscape features from vehicle movement
- Defined parking of vehicles of the site operatives and visitors
- The erection and maintenance of security fencing.
- A scheme for recycling/disposing of waste resulting from the plant replacement project.

Sudlows site management teams are trained in planning and implementing traffic / pedestrian management control measures and have access to the full time HS&E Team for any additional advice that may be required for the duration of the project.

3. Traffic Management Plan

The traffic management plan and the control measures therein are included within all project mobilisation meetings and supplier/ contractor pre-contract meetings to ensure early understanding, acceptance and compliance with the rules and procedures to be deployed and enforced on this project.

The following information will be communicated to all Sudlows project management staff and identified contracting organisations at their pre-contract meeting: -

- Deliveries to site will only be accepted via Rumford Street
- All deliveries must be pre-booked 48 hours in advance.
- On arrival delivery drivers will contact site manager Danny Dawson.
- All site visitors will use the designated traffic routes, pedestrian walkways and parking bays.
- When on-site, all delivery vehicles will be directed to park within a designated parking location.
- Drivers attending site must immediately report to the Sudlows Site Manager and sign-in.
- All drivers / site visitors must always wear site PPE.
- Vehicles will not be left running when unattended (Safety / Security /Unnecessary Fuel Use / Air Pollution)

All vehicle drivers/site visitors will receive a site briefing on their first visit to site which will include, but not be limited to: -

- Site rules
- Site security arrangements
- PPE requirement
- Emergency procedures
- Evacuation assembly points
- Site first aid arrangements
- Location of welfare facilities

The main deliveries to and from the HPC site will be via Rumford Street for Heavy equipment. Deliveries will come from Rumford Street and continue to Wilton Street to the site compound - shown on the Traffic Management Drawing. Deliveries for lightweight materials will be via the one-way system off Booth St East onto Clifford Street to St Peter's House. All deliveries will be dropped within the set-down area and stored in site containers/distributed to appropriate location on site. Entry will only be permitted for pre-book deliveries. Any heavy plant that requires being delivered using vehicle fitted crane (Hiab) will be unloaded from the Wilton Street. Whilst distribution is taking place a footpath closure will be in operation and a temporary route installed to ensure the safety of pedestrians.

An integral part of the progress meetings held with contractors is the delivery schedule pro- forma. All contractors are required to give details of proposed timing of material deliveries to the site. Only when deliveries are book-in will a specific area for delivery be allocated.

Delivery hours will be limited to 09:30am to 15.45pm. This condition forms part of subcontract documentation and subcontractors are to be reminded of this at their pre-commencement meetings.

Deliveries are to be booked in with Site Manager and logged on the central register. The Site Manager will be responsible for ensuring all deliveries are greeted and escorted onto site.

Deliveries which have not been pre-booked will be refused entry to site. Persistent offenders will be reported to the Project Manager, who will take action with the directors of the offending company.

4. Site Administration and Responsibility (Traffic Movement)

The Project Manager has overall responsibility for ensuring site traffic movement is adequately controlled for the duration of the project. The Site Manager is responsible for the day-to-day management of the controls outlined in the site traffic/pedestrian management plans and will:

- Ensure that the site has clearly defined traffic and pedestrian routes.
- Ensure that subcontractors and suppliers adhere to procedures set out in the pre-commencement conditions by recording deliveries and giving the required notices.
- Prevent unauthorised contractors parking and causing congestion of traffic.
- Provide security at the site access gates.
- Maintain both internal and surrounding roads in a clean and safe condition
- Record deliveries on receipt
- Undertake the defined 'Goods Inwards' inspections.
- Ensure all deliveries are stored in the designated storage areas

Project Manager	Craig Price
Site Manager	Danny Dawson
HSE&Q Manager	Sandra green
Health and Safety Advisor	Sean Hurst

4.1. Pedestrian Area Assessment

Q	Check	Yes	No	N/A	Comments
1	Are pedestrian routes clearly separated from vehicle routes by fencing and /or a kerb, or other suitable means?	☒	☐	☐	Pedestrian access is via pavements.
2	Are pedestrian routes wide enough to safely accommodate the number of people likely to use them at peak times	☒	☐	☐	
3	Do pedestrian routes allow easy access to work areas?	☒	☐	☐	
4	Pedestrian routes are kept free of obstructions?	☒	☐	☐	

5	Pedestrian routes are clearly and suitably signed	☒	☐	☐	
6	Can pedestrians safely cross the main vehicle routes?	☒	☐	☐	
7	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes?	☒	☐	☐	
8	Do pedestrians have clearly marked, separate access for use at loading bays and site gates?	☒	☐	☐	
9	Do pedestrian routes provide safe access to welfare facilities?	☒	☐	☐	

4.2. Pedestrian Management - Actions to be taken

A	Planned Actions	Actions Taken
1	Entry routes to be clearly designated and protected	Ongoing
2	Base the T/PM Plan on peak project numbers	
3	Plan routes to allow safe access	Existing Campus routes
4	Ensure plan includes need to keep access routes clear	Pre-booked deliveries only
5	Ensure sufficient signage	
6	Ensure sufficient crossing points are planned	
7	Ensure that blind-spots are eradicated during the planning process	
8	Consider separate access to loading bays and gates	Not able to do so.
9	Provide safe routes at parking areas. Plan site set up to avoid need for pedestrians to cross routes	

4.3. Vehicle Route Assessment

Q	Check	Yes	No	N/A	Comments
1	Are routes clearly separated from pedestrian routes by fencing and/or a kerb or other suitable means?	☒	☐	☐	
2	Are routes wide enough to safely accommodate the number of	☒	☐	☐	

	vehicles likely to use them at peak times?				
3	Do routes allow easy access to delivery areas?	☒	☐	☐	
4	Are routes kept free of obstructions?	☒	☐	☐	
5	Are routes clearly and suitably signed?	☒	☐	☐	
6	Can pedestrians safely cross the main vehicle route?	☒	☐	☐	
7	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes?	☒	☐	☐	
8	Do routes eliminate or reduce the need for reversing?	☒	☐	☐	
9	At the final point of exit can the driver see pedestrians on the pavement?	☒	☐	☐	Banksman to escort vehicles from site compound.
10	Are temporary structures protected from vehicle impact?	☒	☐	☐	
11	Will parking areas be required?	☒	☐	☐	

4.4. Traffic Routes - Actions to be taken

A	Planned Actions	Actions Taken
1	Ensure routes are clearly designates and pedestrians protected	Full paved areas
2	Ensure the plan assumes peak number. Consider one way system.	
3	Plan routes to allow safe access	
4	Ensure plan includes need to keep access routes clear.	
5	Ensure sufficient signage	
6	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points.	
7	Ensure that blind spots are eradicated during the planning process	

8	Plan routes to reduce or eliminate reversing	One way system in place
9	Ensure adequate sight lines or mirrors to assist driver. Angle hoarding line to assist vision	There are adequate sight lines
10	Ensure scaffolds, falsework or other structures (storage areas are protected from impact)	No scaffold present
11	Ensure sufficient parking areas exist. If necessary, provide banksman to ensure vehicles are parked safely. Ensure adequate lighting exists	Traffic Marshall on site

4.5. Vehicle Movement Assessment

Information for the initial vehicle management assessment was gathered during site visits conducted on 19th February 2026:

All vehicular access will be from the main entrance on Sibsey Road, entering the one-way system before turning left at the junction for the site compound or right to the contractor car park. All vehicles shall exit via the man exit on Sibsey Road. All suppliers and subcontractors will be advised of the access routes to the site to ensure that vehicles follow the designated access route, signage will be provided adjacent to the site to advise users that no waiting is allowed. To ensure vehicles can arrive and depart the site safely a reversing assistant will control the movement of HGV vehicles reversing on to site, to ensure that pedestrians and road users are not put at risk during vehicle movements across the footway. The traffic management plan shows the proposed access and egress routes to be adopted for all vehicles delivering to and exiting the site.

Q	Check	Yes	No	N/A	Comments
1	Are routes planned to reduce the need for excessive vehicle movement?	☒	☐	☐	One-way system to be followed.
2	Are vehicles fitted with reversing aids?	☒	☐	☐	All plant
3	Will vehicles reverse without reversing aids?	☐	☒	☐	There should be minimal need for reversing as the site has a one way system
4	Will vehicles reverse to excavations?	☐	☒	☐	No excavations planned.
5	Are routes kept free of obstructions?	☒	☐	☐	
6	Are routes clearly and suitably signed?	☐	☐	☒	Escorted by TM
7	Can pedestrians safely cross the main vehicle routes?	☒	☐	☐	
8	Do pedestrians have a clear view of traffic movements at crossings and at gates which lead onto traffic routes?	☒	☐	☐	

9	Do drivers have a clear view?	☒	☐	☐	
10	Will vehicles run a risk of depositing mud on the road?	☐	☒	☐	

4.6. Vehicle Movement - Actions to be taken

A	Planned Actions	Actions Taken
1	Ensure routes provide sufficient space to turn. Keep routes to a minimum	
2	Reversing aids	On all plant and TM assisted
3	Vehicles not fitted with reversing aids must be banked when reversing.	On all plant and TM assisted
4	Ensure Reversing Assistants are present on the site.	On all plant and TM assisted
5	Ensure plan includes need to keep access routes clear. Include in induction	All instructed at site induction
6	Ensure sufficient signage	Sufficient and TM escorted.
7	Ensure sufficient crossing points are planned for. Ensure drivers are told of crossing points	
8	Ensure that blind spots are eradicated during the planning process.	No blind spots
9	Plan routes to reduce or eliminate reversing and blind spots	
10	Consider wheel wash facilities or other suitable alternative	No requirement site on hardstanding

5. Hierarchy of Control Measures for Reversing Operations

6. As a minimum, the following controls will be implemented on the site:

1	Eliminate need to reverse	
2	Reduce reversing operations	

3	Ensure adequate visibility for drivers	One way system in operation
4	Ensure safe systems of work are followed	Cascaded at induction
5	Provide warnings when vehicles are reversing	Audiable reversing sounders and TM present at all movements.

7. Driver Safe Work Practice

7.1. Driver Checklist

1	Know the routes and follow them. Take care at pedestrian cross-over.
2	Understand the system of signals used on site
3	Visiting drivers: seek appropriate authority to enter the site
4	Follow site procedures and comply with all site rules
5	Drive within the site speed limit
6	Wear appropriate PPE when out of the cab
7	Ensure that windows and mirrors are kept clean and clear
8	Keep the vehicle tidy and free from items which may hinder the operation of vehicle controls
9	Park vehicles in designated parking / loading / unloading areas.
10	Do not reverse without reversing aid or banksman assistance
11	Do not remain on vehicles during loading operations, unless the driver's position is adequately protected
12	Ensure loads are safe to transport
13	Do not use mobile phone whilst driving on site

All drivers will report the site office on arrival at site. On their first visit, drivers will be briefed on the above checklist points and will be monitored to always ensure compliance whilst driving / manoeuvring vehicles on site.

7.2. Reversing Assistant Checklist

1	Ensure that sufficient numbers of Reversing Assistants are in place to cover all work shifts and any staff holidays / absences.
2	Use relevant safety procedures and correct signaling systems are agreed and in place.
3	Ensure drivers understand the correct signaling systems (Site briefing)
4	Segregate pedestrians and make sure they are kept away from vehicle operations
5	Reversing Assistants to wear class 2 high visibility clothing
6	Report all reversing near misses.
7	Make sure you can get to and from your work location safely
8	Do not use a mobile phone whilst directing vehicles
9	All reversing Assistants will be trained in controlling vehicles via hand signals

The Site Manager will ensure that all reversing operations on the site will be carried out in accordance with the checklist above.

8. Site Logistics and Traffic Plan

Every care will be taken to protect all adjacent premises, building, roads, footpaths and ornamental features from dust, dirt or damage. The works are to be executed in such a manner as will cause the minimum of inconvenience, disturbance or nuisance to the adjacent buildings, facilities and general public.

Vehicle entry to site will be strictly controlled with spaces for limited onsite parking. All deliveries will be short duration which will be co-ordinated with the site team to ensure minimum disruption to the surrounding area. All personnel are encouraged to use public transport where at all possible.

8.1. Site Set-up

Sudlows regards the initial site set-up as being fundamental to the project. It is at this stage when the site is seconded and made secure and adequate facilities and site controls are established for the duration of the project.

Site Set-up Facilities

Onsite Sudlows will provide a fully functional and compliant temporary site accommodation arrangement as part of our site setup. Sudlows will provide and maintain sufficient facilities for all parties including any client's site representative.

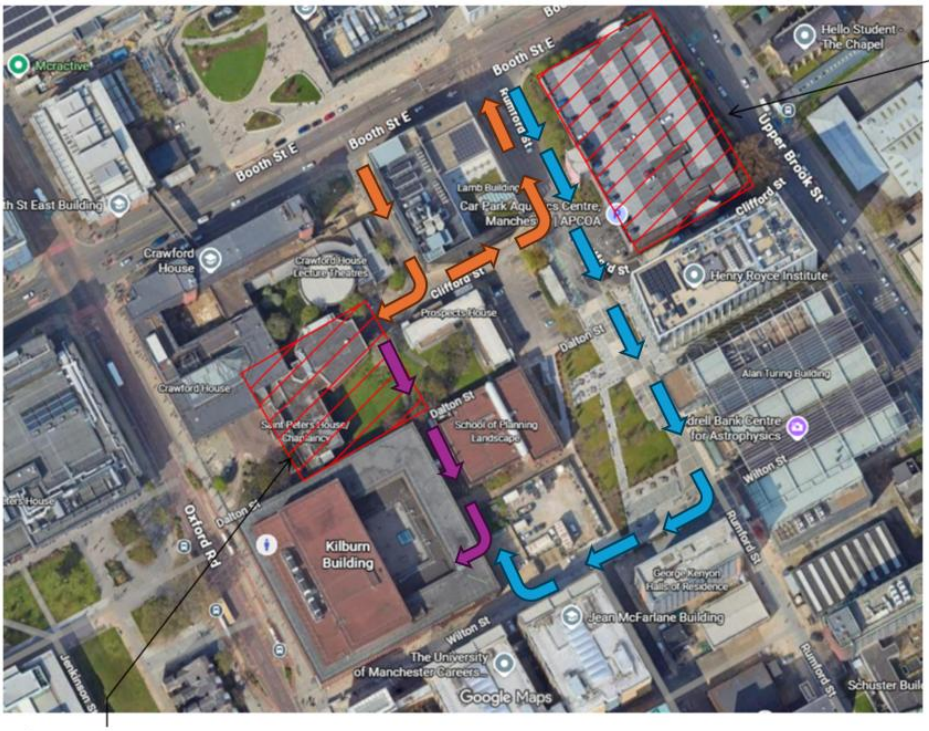
These facilities will include but not be limited to:

- Separate male and female toilets
- Fully resourced changing facilities
- Canteen area
- Drying room

All facilities provided will be regulation compliant.

8.2. Site Logistic Drawings

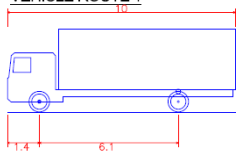
Traffic Management Drawing



Vehicle Tracking



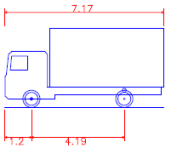
VEHICLE ROUTE 1



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

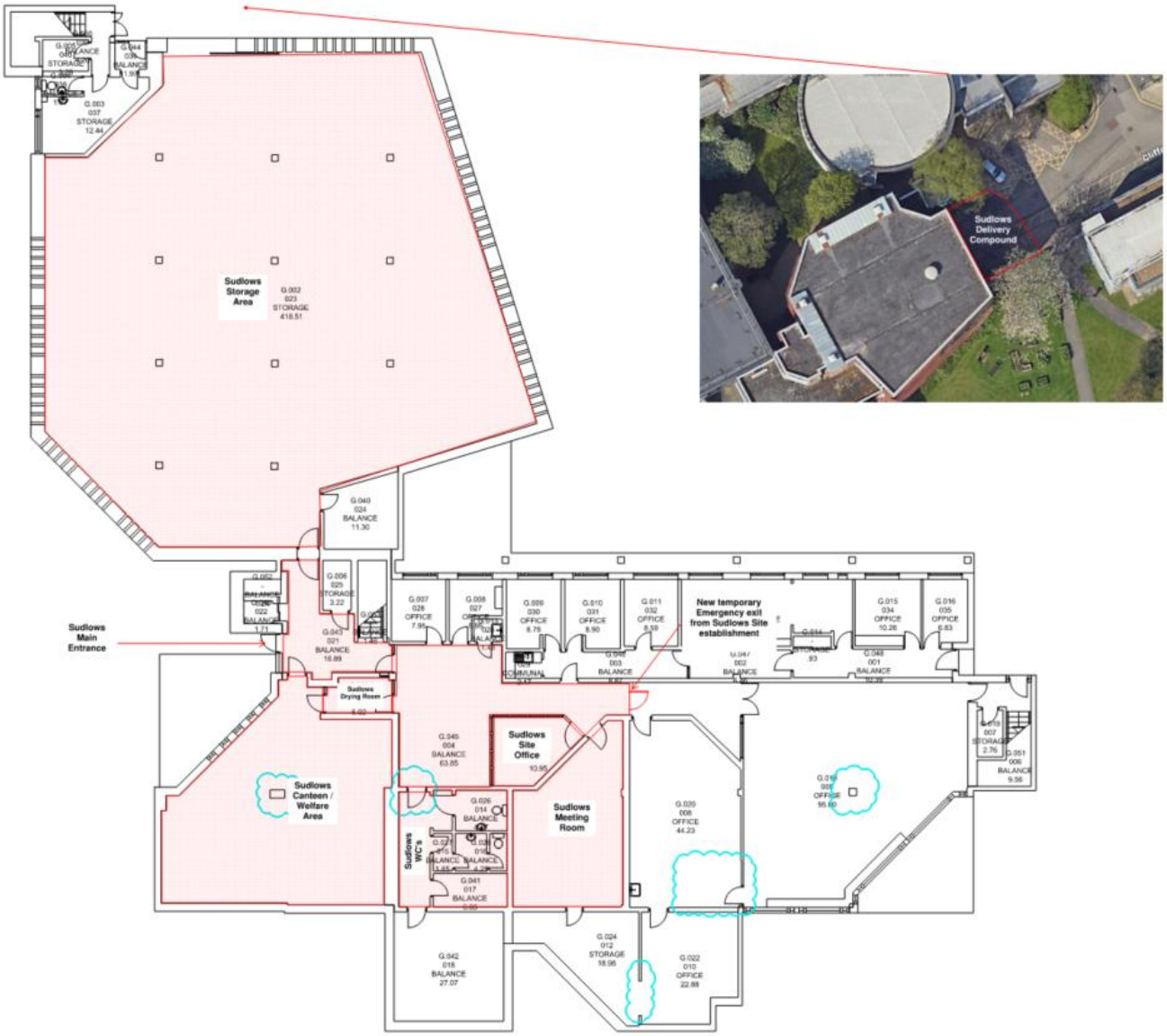
VEHICLE ROUTE 2 & 3



FTA Design LG Rigid Vehicle (1998)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

CDM Site Establishment Layout



9. Site Management

The composition of our experienced and fully committed Site Team is detailed on our Site Management Chart which is published on the company portal and displayed within the site office.

10. Site Compound

Sudlows will provide temporary hoarding around the site compound area. These will be maintained throughout the project to a high standard. This will ensure that construction work area is secure and segregated from site and other site users.

11. Site Access and Egress

11.1. Pedestrian Access Control

. All staff and operatives, before being permitted to work on site, will attend a site specific induction where they will be made aware of the site procedures, rules and security arrangements.

11.2. Access to Site

Access/Egress to the site will be by the main entrance off Rumford Street All staff attending site for the first time will provide the Sudlows site team with photo id and register on the Sudlows site biometric verification system. All visitors and delivery drivers will sign-in and out on the Sudlows site register.

Vehicles will access the site designated car park for the Aquatics Centre. All vehicles visiting site will be required to book in 48 hours in advance and will be met by a Sudlows representative who will escort them to the parking/offloading area.

11.3. Site Access Drawing

See Site Logistics Drawing

11.4. Delivery and Storage

The major deliveries anticipated for the Kilburn HPC project will be:

- Generator
- Switchgear
- General Supplies
- Cable
- Building Materials

The major removals anticipated for the project will be:

- General Waste Skip
- Construction Waste Skips

Delivery vehicles coming to site will arrive via the entrance adjacent to Rumford Street.

Areas have been designated within the layout of the Sudlows site compound for the storage of materials and equipment. Larger deliveries of Plant, Switch panels etc. will be taken to Kilburn building via Rumford Street and Wilton Street however it is very important that these deliveries are efficiently controlled and managed to minimise disruption and inconvenience.

To ensure logistics are adequately controlled Sudlows have appointed the Site Manager to coordinate all deliveries to the site.

Every day a list of all deliveries required will be prepared on a Daily Delivery Schedule. This information will then be reviewed and scheduled to eliminate continuous deliveries and delivery due times will also be carefully considered to avoid peak traffic times in the area. The number and level of deliveries will be constantly reviewed with the frequency and size of each delivery continually monitored to ensure that the minimum number of deliveries occurs.

Deliveries of materials usually occur TBC which is the peak time for traffic on site. Below is a predicted breakdown of traffic on site during peak periods.

Period	Time	Predicted No. of Vehicles
Morning	09.30 - 12.30	None early morning before 09.30am
Afternoon	13.00 – 15.45	None on afternoons after 15.45pm

11.5. Provision for Loading and Offloading Materials

Vehicles entering the site will be directed to the loading bay area or drop off compound by the site manager or appointed reversing assistant. Deliveries will be unloaded using vehicle mounted Hiab or crane, tail-lift or Moffett. Site materials equipment will be stored in a designated laydown area. Please refer to Section 9.3 for clarification on the site set-up.

11.6. Location of Ancillary Buildings

Location of all ancillary buildings are identified in the Section 9.3

11.7. Security

Sudlows will adhere to all client security requirements to adequately safeguard the site, the works, products, materials, plant, and any existing buildings affected by the works from damage and theft. Issues such as noise, pollution and nuisance will be kept to an absolute minimum.
.
All visitors to the site will be issued with the appropriate personal protective equipment and any other appropriate protective clothing and where not familiar with the site, be escorted by a responsible member of the site team.

11.8. Wheel Washing Provision

Due to the confines of site and it being on hardstanding along with limited construction work, it is not envisaged that vehicles leaving the site will require the use of a wheel washing facility.

11.9. Recycling / Disposal of Site Waste Materials

See Site Waste Management Plan

11.10. Means of Enclosing the Site

Sudlows will erect a secure compound within the site footprint which will be secured at all times when not in use.

These measures will be reviewed periodically as work on site develops and always maintained.

12. Site Safety Information

12.1. Control of Substances Hazardous to Health

Sudlows will provide a safe working environment for the handling, storage and disposal of hazardous materials, by undertaking suitable and sufficient COSHH assessment. An inventory of any substance in use on the Computacenter project will be maintained by Sudlows Project Manager within the project site COSHH health and safety file. All substances held on site will be stored in line with the risk assessment. A suitable and sufficient COSHH storage container will be in use on site.

All contractors working must provide COSHH risk assessments for any substances brought onto site. All COSHH RAs will be reviewed by the Sudlows Site Manager who will be responsible for adding them to the site inventory and ensuring that all identified control measures are implemented.

12.2. Fire Arrangements / Fire Plan

All sites under the control of Sudlows will be subject to a suitable and sufficient, documented full site unique fire risk assessment using the company Fire Risk Assessment form. The Responsible Person and senior fire warden are then responsible for ensuring that all control measures identified in the risk assessment are implemented then tested and reviewed on a regular basis.

The completed fire plan will be kept in the site safety management file and it will be the responsibility of the senior fire warden to maintain. The plan will be subject to a documented ongoing review. The Responsible Person will also develop a Fire Emergency Action Plan which will detail the nature of the action that staff must take on discovering a fire or evacuating the premises in line with Pilgrim Hospital emergency response plan. These plans will be displayed throughout the site and form a key part of the Sudlows site induction given to all site visitors.

Responsible Person	Craig Price
Senior Fire Warden	Danny Dawson
Fire Warden	TBC
Fire Warden	TBC
Fire Warden	TBC

13. Site Management Team Briefing Record

Briefing to be delivered by: Sandra Green

Position: Health and Safety Manager

Date: TBC

We (the undersigned) have been briefed by a member of the Sudlows Health and Safety Team and understood the contents of the attached Construction Logistics Plan. We will comply with the specified requirements and control measures documented herein. If the work activity changes or deviates from that originally envisaged, we will seek further advice and request an amended Construction Logistics Plan.

Name (Print)	Signature	Date

14. Appendix A - Project Related Drawings

Drawing No.	Rev.
CI10489-SUD-XX-00-DR-E-0001	TO1
CI10489-SUD-XX-00-DR-E-0003	P01


CI10489-SUD-XX-00-DR-E-0001-T01.pdf


CI10489-SUD-XX-00-DR-E-0003-P01.pdf

15. Appendix B - [redacted]

