Project Traffic Management Plan (PTMP)

Cardiff Arena & Hotel

CAH-RCG-XX-XX-PL-W-XX-003

Contents

1.0 Document Control

1.1 General

The Project Traffic Management Plan (PTMP) is one of the plans that forms part of the overall **Construction Phase Health & Safety Plan (CPHSP)** which itself is part of the overarching **Project Management Plan (PMP)**

This plan must be site-specific and be prepared and approved by a competent person with adequate health and safety skills, knowledge, training and experience.

The document is subject to an overall controlled revision status and is owned by Group Preconstruction Director Mike King *(temporary ownership)* and will be completed, reviewed, and updated at a project level by the Project Director/Manager

1.2 Plan Approval & Distribution

This Plan and any associated Plans have been agreed by the appointed persons listed below. Representatives named have been given the authority to accept this document for the specified project and use. They are also responsible for its maintenance and distribution during the project Lifecycle. The Plan is controlled in accordance with the RG Procedure for controlled documents and it is the responsibility of the Project Manager / Project Director to ensure that relevant members of the project team, including RG advisors are provided with a controlled copy of this document.

The full PTMP will be issued / published on the Common Data Environment (CDE_ and by extension all project parties will be made aware of its upload / update. In addition to being uploaded to the CDE, the document along with other plans will be issued to sub-contractors as part of their procurement.

Table 1: Plan Approval

Duty	Position	Date	Name
Draft Plan Creation	Group Preconstruction Director	**30/08/21**	Mike King
Review of Plan			
Approval of Plan			

1.3 Revision Status

The PTMP will be updated to reflect major milestones, or significant changes in the nature of the works with updated versions recorded with the appropriate details in the table below.

Table 2: Revision & Amendments Summary

Revision	Date	Amendments	Proposed By Project Lead	Approved By Operations Director
1	**30/08/21**	WIP Version	N/A	N/A

2.0 Purpose of the TMP

2.1 Overall Purpose

Robertson Group (RG) are responsible for the overall control, direction and protection of all traffic associated with the site works during the project delivery. In addition, RG will be required to adhere to planning conditions, with the STMP requiring to be approved prior to commencing works onsite.

Therefore, the main purpose of the document is to ensure that RG have considered the impact of their operations and in doing so will implement this STMP to ensure:

- Implementation of construction management best practice to reduce environmental impacts
- A safe environment is maintained for all adjacent residents, path users, and workers onsite
- That the affected local road network continues to operate in a safe and efficient manner during the construction works

In addition to the above, the STMP for the construction phase will address the observations and recommendations of the following documents supplied as part of the employer's information

[Note that there may be planning requirements that have to be discharged by Robertson, with this document forming part of the response. In addition, there may be specific references within a transport assessment supplied by the client]

2.2 Health & Safety Legislation/Regulation

The STMP is the basis for management and control of all vehicle and pedestrian movements directly and indirectly associated with Robertson's works.

The STMP adheres to the following:

- Health and Safety at Work Act 1974
- Management of Health and Safety at Work Regulations 1999
- CDM Regulations 2015
- Provisions and use of work Equipment Regulations 1998
- Workplace (Health, Safety and Welfare) Regulations 1992 [ACOP]

In addition to adherence to the above, the STMP follows best practice as set out in:

- HSG 136 A Guide to Workplace Transport Safety
- CLOCS Standard for construction logistics

3.0 Project Summary / Introduction

3.1 Works & Contract Details Summary

The following is a summary of the works, inducing a short description, the form of contract, full project cost, start and end dates.

Table 3: Project Summary

Works & Contract Details Summary			
Project Name	Cardiff Arena & Hotel		
Start Date	02/05/2022	End Date	21/04/2025
Contract Period	TBC		
Project Description	The Cardiff Arena & Hotel project forms part of the overall Atlantic Wharf Bluetown Masterplan and will be the first phase to progress on site as per the following summary. Phase 01: Enabling works, construction of arena and hotel, plaza, 1,300 space MSCP, and associated infrastructure and landscaping. Demolition of existing Travelodge hotel and A3 Unit (Spring 2022 – Spring 2025). Arena: Cardiff Arena will comprise a 15,000-capacity indoor arena with the ability to host approximately 140 events each year. Hotel The hotel will comprise a six storey 182-bed hotel to replace the current Travelodge on Hemingway Road that sits within the area proposed as the arena plaza.		
Project Phases	[1] TBC: Pre-enabling works [2] May-22 to Jan-23: Enabling works [3] Feb-23 to Mar-25: Main Construction Arena/Hotel [4] Aug-24 to May-25: Demolition of existing travel lodge		
Available Working Hours* (Site working hours |TBC)	Monday – Friday	07:30-19:00	
	Saturday	08:00 - 17:00	
	Sunday	08:00 - 14:00	
	No works or deliveries will take place out with these hours or on public holidays. There is the potential that there will be exceptions to the above		

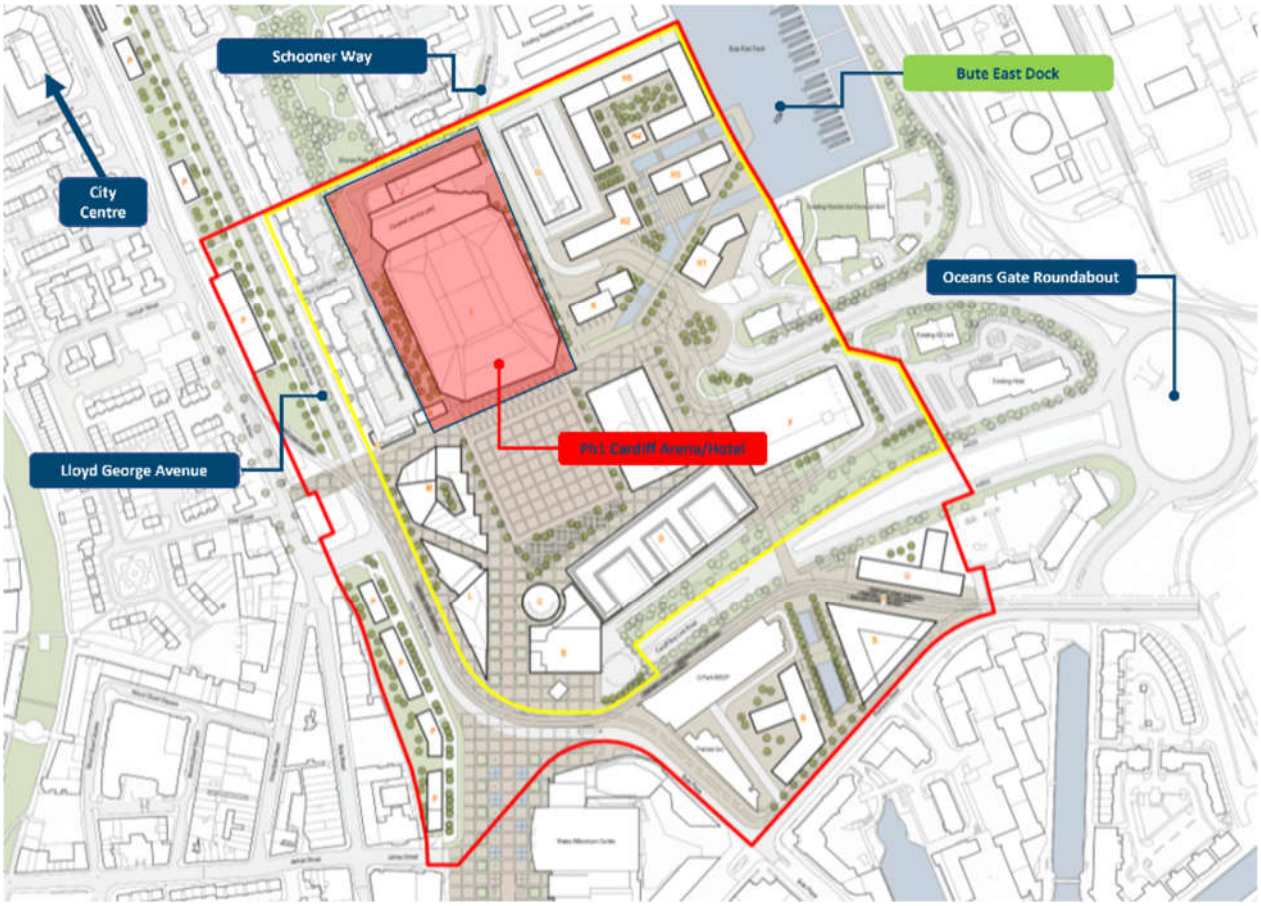
Works & Contract Details Summary	
	hours and in these instances, they will be agreed in advance with RG and the Local Authority. Where possible, bulk deliveries will be planned around peak times for both traffic and pedestrians, with deliveries controlled through a managed booking system.

3.2 Site Address & Location

The Site is located within the Inner Harbour area of Cardiff Bay, Cardiff and is currently occupied by County Hall and its car park, the Red Dragon Centre and its car park, part of Silurian Park, Schooner Way and Hemingway Road. The Site is located between Bute East Dock and the Future Inn to the east, Lloyd George Avenue to the west, the A4232 and the Wales Millennium Centre to the south and Schooner Way and Silurian Park to the north. The Site lies within the administrative area of Cardiff Council. The location of the Site and the hybrid application boundaries are illustrated on the Site Location Plan below

Table 4: Site Location & Addresss

Site Location



Site Address: TBC

4.0 Scope & Development of the STMP

4.1 Scope of the STMP

This STMP considers the following:

- Existing road networks and impact from the construction activities on existing road users. This includes use of the road network, and access to / egress from the construction site
- Existing public path networks and impact on pedestrians and cyclist's due to construction activities. This includes use of the road network, and access to / egress from the construction site
- Onsite / Offsite works associated with and utility diversions
- Offsite works associated with highway works
- Deliveries to and pickups from the site
- Pedestrian and vehicle access to the main site compound and welfare areas
- Vehicle and pedestrian routes around the construction site
- Vehicle access to work faces
- Crane operations around the site
- Travel to the site and options for site workers

4.2 Preparing the STMP

The STMP is prepared by considering the above scope and identifying the risks and hazards to the at-risk groups.

The STMP is prepared in accordance with the Robertson Procedure for Traffic Management **RG-HS-07-PRD-001**, initially during the pre-contract phase and then into the contract phase where is will be regularly reviewed and updated.

To adequately prepare the plan, a thorough review of any client issued pre-construction information is carried out to determine existing constraints. In addition, site walkovers and infrastructure user survey are carried out.

During the project lifecycle, the plan will need to fully consider the impact of the programme and methodology.

The STMP considers at risk groups in conjunction with the key activities that could impact on these groups as per table 5:

These at-risk groups are considered in full as part of the STMP Risk Assessment **RG-HS-07-FOR-001**

The risk review and preparation of the plan considers:

- Identification and phasing of delivery / site access points
- Identification of main traffic approaches to the site
- Requirements for implementation of pedestrian crossing points
- Methodology for deliveries to site
- Number, frequency and type of deliveries to the site
- identification of preferred haulage routes on site, and designated use (Earthworks contractor only or shared)

- Access/egress routes and signage
- Measures to ensure that surrounding roads are not subject to traffic queuing due to deliveries

Table 5: At Risk Groups Summary

Ref	Group	Location	Activity/Risk Area
1	Members of the public - existing road Users	Schooner Way Hemmingway Road Access Road to Cardiff Council Building	[1] Vehicle deliveries to / from site [2] Street / Utility works
2	Members of the public - existing path users (inc cyclists)	Schooner Way Hemmingway Road Access Road to Cardiff Council Building	[1] Vehicle deliveries to / from site [2] Street / Utility works
3	Site operatives	Across full extents of site	[1] Mobile site plant working and traversing site

5.0 Offsite Works

5.1 Roads & Street Works

Please note the following information is intended to help you to safely carry out signing, lighting and guarding of street works and road works on all highways and roads, except motorways and any dual carriageways with a speed limit of 50 mph or more.

The information is directed at operatives, supervisors, managers, planners and designers who are responsible for making sure that all street and road works are safe for both operatives and the public. Road users including pedestrians, cyclists and equestrians (horse riders) should not be put at risk and should be able to see the extent and nature of any obstruction well before they reach it.

Particular attention to the needs of disabled people and should also consider other vulnerable groups such as elderly people, children and those with push chairs. The Safety at Street Works and Road Works Document (ACOP 2013) will help you to do this.

Warning:

Failure to comply with this information is evidence of failing to fulfil the legal requirements to sign, light and guard works. Compliance with the Code will be taken as compliance with the legal requirements to which it relates.

Note:

Further guidance on safe working on highways, including for some situations not covered by this guide, is available in Chapter 8 of the Traffic Signs Manual, has been published for the Department for Transport by The Stationery Office.

Application of the Code

This Code applies to all highways and roads, except motorways and any dual carriageways with a speed limit of 50 mph or more. This Code applies to works carried out by or on behalf of both highway authorities and statutory undertakers. It does not cover skips and scaffolding placed in the highway.

5.2 Utility Works

This information is provided as guidance only to be used in conjunction with Safe Digging Practices in the vicinity of underground electricity cables. This is by no mean conclusive.

Accidents may occur, if care and attention is not exercised, when carrying out excavations to locate underground cables. Hand-held power tools and mechanical excavators are the main cause of accidents therefore they shall not be used in close proximity to underground cables. The risk of danger arising can be avoided by following a few basic rules.

Before starting work:

- Complete an appropriate Risk Assessment safety check
- Where suitably authorised, set up the appropriate road signs, barriers and cones as specified in "Safety at Street Works and Road Works, A Code of Practice"
- Wear the appropriate high visibility clothing and other personal protective equipment deemed necessary to carry out your task safely
- Check the cable records to determine the number of cables, voltage rating and physical dimensions of the cable(s)
- Use cable records to determine the approximate line of the cables
- Use a cable avoidance tool (C.A.T.) to trace the line of the cables and mark the route of the cables on the ground
- Where no cable or other utility records exist, consult your Supervisor
- Have all other utility drawings on site and mark position of these prior to digging

On commencement of work:

- Avoid the use a hand-held power tool or mechanical excavator within 0.5 m of a known cable or other utility
- Use a mechanical excavator or a power tool only to break the top surface of the footpath or carriageway
- Hand dig, using a round edged spade or shovel. A pick may be used with care to free large sections of stone. A fork or other pointed instrument shall never be used
- During excavation make repeat checks with the CAT to determine more precisely the position of any cable(s)
- Treat all cables found as live, until proven otherwise. N.B. If in doubt as to the identification of any cable, you must stop work immediately, withdraw and seek advice from your Supervisor. Remember -

there may be no apparent physical differences between LV and HV cables - each may have tape or wire armour. In exceptional cases, some older LV and HV cables may be un-armoured

ADDITIONAL GUIDANCE FOR THE LOCATION OF UNDERGROUND CABLES

When excavating in an enclosed or confined space, test the atmosphere to determine the levels of oxygen, toxic gas or flammable gas:

- Where any signs of distress are evident in the cable or a joint e.g. smell, heat, noise, or damage – stop work, withdraw and consult the Supervisor
- Carry out an onsite documented risk assessment and where identified always shore excavations where there is a risk of collapse using materials suitable to prevent dislodgement of the sides of the excavation
- Backfill around cables with a fine material, and not use hardcore as this is likely to cause damage
- Replace any warning tiles or tape that may have been disturbed
- Ensure that material removed from the track or joint bay is positioned in such a manner that it does not pose a threat to you, fellow workers or members of the public
- Treat other utilities equipment e.g. gas, water and telecommunications with respect
- Report any damage sustained to the other services to your Supervisor
- Do not use cables as a convenient step in or out of a track or joint bay

GUIDANCE ON EXCAVATING UNDER FAULT CONDITIONS

Where the location of a fault is known or suspected, the top surface (e.g. concrete, tar, or paving slabs) can be removed before the cable is made dead:

- Where the location of a fault is not known, digging can proceed as normal
- Should any signs of the fault become evident e.g. smell, heat, noise or signs of cable damage – stop work, withdraw and consult their Supervisor immediately
- Never - work on a faulty/damaged cable or joint within 1 metre of the damaged section

N.B. Remember - if in any doubt - stop work, withdraw and consult your Supervisor IMMEDIATELY.

6.0 Traffic & Route Planning Office Deliveries

6.1 Offsite Vehicle Movements

The construction period will generate a number of vehicle type activities from either contractor or third-party suppliers / distributors delivering or picking up plant and materials to / from the site.

The plan considers the types and frequency of vehicle movements to and from the site. Frequency levels are a basic indicator for how often the vehicles will utilise either access gates, or the haul routes on site and don't indicate time spent in one static location, such as a crane or scissor lift.

To assist in the development of the PTMP, the Clocs (Construction Logistics & Community Safety) Construction Logistics Plan Tool has been used to establish baseline construction figures. The figures indicated a max peak delivery figure of 86 deliveries a day as per table 7 below. Further breakdown is provided in fig 2 and 3 below.

Fig 2: Total No Vehicles by Main Construction Stage

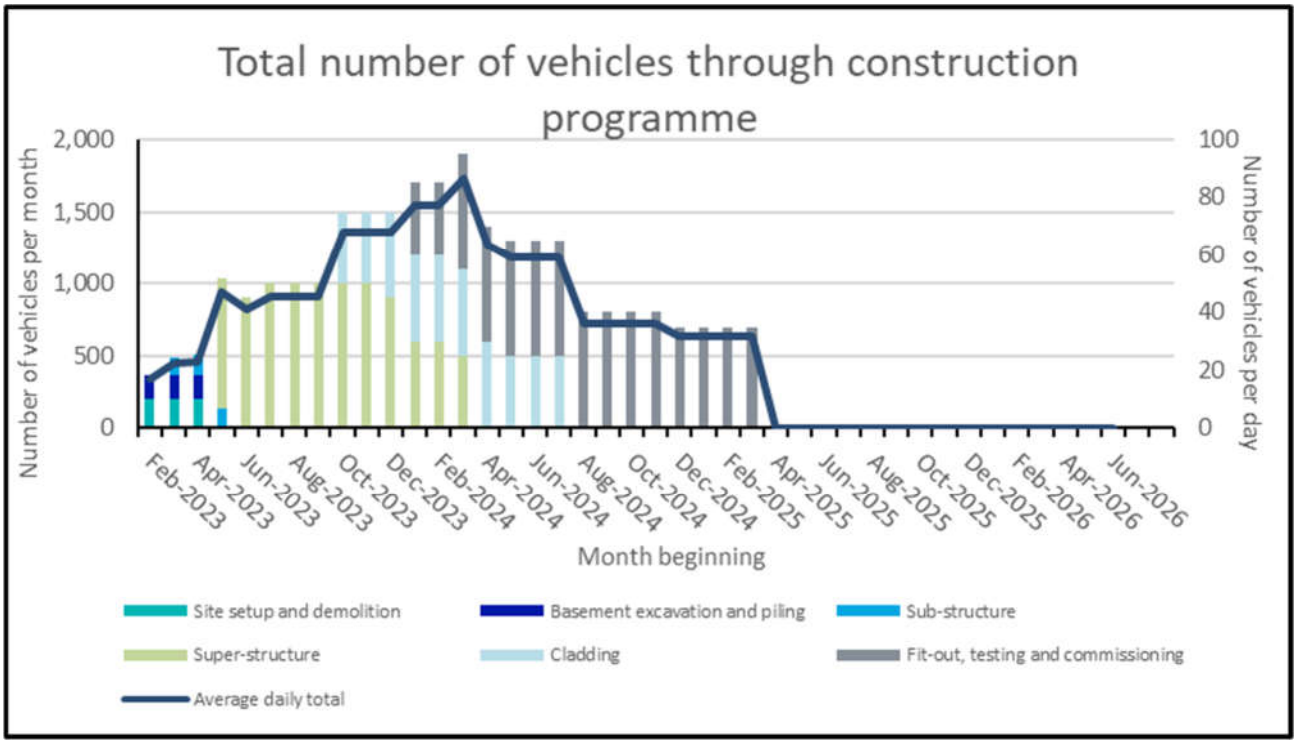


Fig 3: Total No Vehicles by HGV/LGV Class v Construction Stage

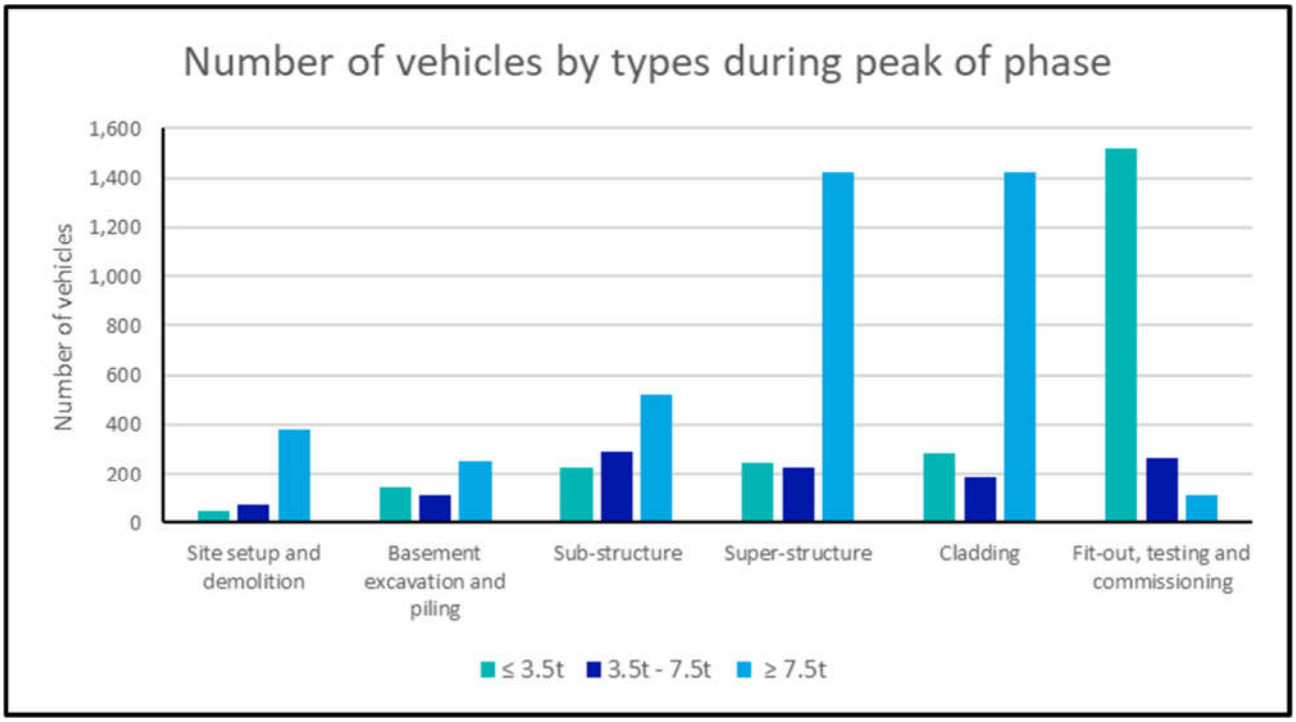


Table 6: Total No Vehicles by Conbstruction Stage & Peak Monthly/Daily

Construction Stage	Period of stage	Peak no. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q2 2023	200	9
Basement excavation and piling	Q1 2023 - Q2 2023	170	8
Sub-structure	Q1 2023 - Q2 2023	140	6
Super-structure	Q2 2023 - Q1 2024	1,000	45
Cladding	Q4 2023 - Q3 2024	600	27
Fit-out, testing and commissioning	Q1 2024 - Q1 2025	800	36

Table 7: Total No Vehicles by Conbstruction Stage & Peak Monthly/Daily Showing Overlap and Max Peak

Construction Stage	Period of stage	Peak no. of trips (monthly)	Total Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q2 2023	510	23
Basement excavation and piling	Q1 2023 - Q2 2023	510	23
Sub-structure	Q1 2023 - Q2 2023	1,040	47
Super-structure	Q2 2023 - Q1 2024	1,900	86
Cladding	Q4 2023 - Q3 2024	1,900	86
Fit-out, testing and commissioning	Q1 2024 - Q1 2025	1,900	86

6.2 Route Planning & Site Parking

Delivery routes have been selected to minimise disruption to other road users. Vehicles making deliveries to or removing material from the RG work sites will travel via designated routes which will be agreed with the Local Authority and Emergency Services, as required. Routes will be included within the contracts of the suppliers to the project.

The delivery routes are planned to utilise the existing flow and control on the strategic routes and local routes.

Site parking will not be permitted on the main project site; however a base study of available parking indicates a sufficient level of parking availability within a 500m and 1000m radius.

Appendix 2 shows the site location relative to the planned strategic and local routes and includes a base study on available parking.

7.0 Site Access/Egress

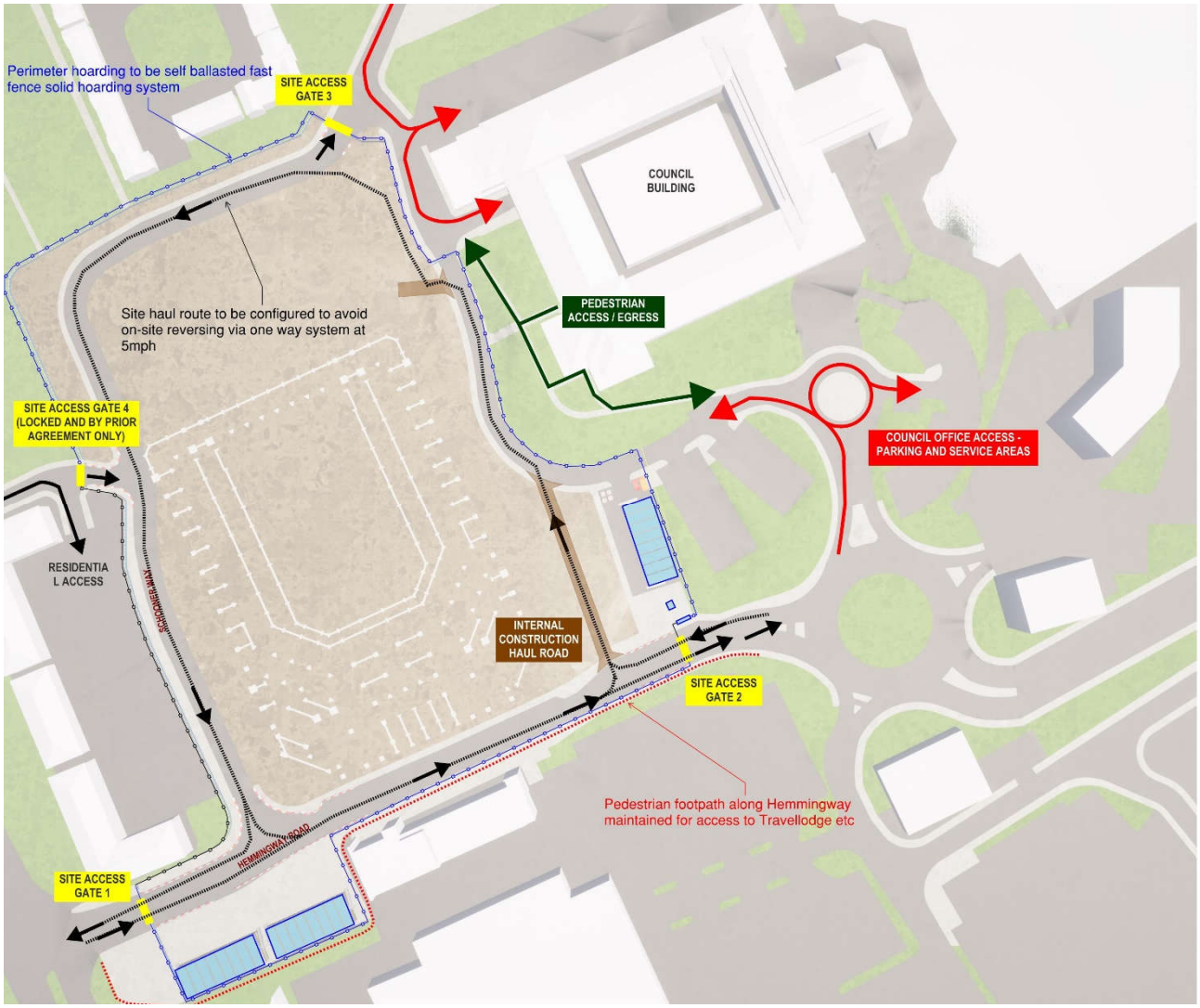
7.1 Site Entrance/Exit

Site entrances and exits are to be segregate vehicles from pedestrians. In addition to segregating site personnel, the access and egress will provide priority and safety for offsite pedestrians crossing site access / egress entry points.

Wherever possible, the site access and egress will allow traffic entering and exiting the site to meet the flow of the traffic with left turns.

The main access for project deliveries will be via gates 1 & 2 as show on fig 1, off Hemmingway Road, supporting access from the M4 in both East and West Directions.

Fig 4: Site Setup Summary



7.2 Gate Controls

Site entry and exit gates will be controlled by Gate Operators to suit the location of the gates, considering gate orientation, proximity to roads and existing pedestrian and traffic movement. Gate Operators will not be permitted to direct traffic on the highway. The Gate Operator will be a key role in the control of site deliveries or site returns described in section 10.

The gate provision for this project is as follows:

- Gate 1 supporting access/egress from the west via the M4. This will be a fully managed/controlled gate through a dedicated gate attendant when in use.
- Gate 2 supporting access/egress from the east via M4. This will be a fully managed/controlled gate through a dedicated gate attendant when in use.
- Gate 3 will be used temporarily during the enabling works and will be managed/controlled through a dedicated gate attendant when in use.
- Gate 4 will only be used as an exception and by agreement and will be managed/controlled through a dedicated gate attendant when in use.

Site access and egress including gate[s] are indicated in fig 4 above and as per Appendix2 Site Access Layout Plans

Gate Operators will hold specific competencies, and to fulfil this requirement, competency achievement will be:

- Construction Skills Certification Scheme (CSCS)
- Plant and Vehicles Marshalling (CPCS)
- Basic Traffic Management (LANTRA) or as an alternative a New Roads and Streetworks Operative
- Category (NRSWA)

8.0 Traffic & Route Planning Onsite

8.1 Offsite Vehicles

Offsite Vehicles are defined for this STMP as vehicles that utilise the national road network, to travel between sites for the purpose of delivering plant or materials to a site and may from time to time access a site compound or laydown area.

Deliveries to the site, and safe return from the same, will require forwarding to point of unloading and further distribution. This will either be deliveries to the site compound, deliveries to the material laydown area[s] or deliveries directly to the workface area. The delivery booking system described in section 10.0, and coordination between the Gate Operator and Sub Contractor Logistics Manager will be critical for the forward control and coordination of deliveries.

8.2 Onsite Vehicles

Onsite vehicles are defined for this STMP as vehicles that are predominately based on site and are used for the further distribution of materials (including offloading) and for the purpose of carrying out the works.

For plant vehicles associated with off-loading and distribution, where this is a regular occurrence, a CAT 3 simple lifting plan should be prepared for the control of these operations as per RG HS procedure **RG-HS-28-PRD-001**

Plant / vehicle use associated with the works will be subject to further controls as part of the RG safe systems of works procedure **RG-HS-09-FOR-002**

8.3 Construction Deliveries & Holding Areas

Delivery holding or laydown areas have been provided on the project to accommodate peak time delivery and distribution constraints at the project site, or where there are issues with the delivery temporarily preventing its forward distribution. The main purpose of the holding areas is to prevent congestion at the entrance and access gates, and to avoid congestion on the site haul / access routes.

The holding points are shown on Appendix x Detailed Site Access Layout Plan. [To be developed at next stage]

8.4 Construction Haul Routes

The vehicles and plant described above will share the main site haul / access routes. Haul routes will be designed to be free draining, with the geometry to suit the tolerances of the vehicles in terms of gradients and turning radius. Wherever possible, the routes will be one way, however where one way cannot be incorporated in full, alterative measures will be deployed and described within this plan.

The site haul / access routes will be fully segregated from pedestrians, and will be delineated to suit, providing controlled crossing points where site pedestrians are required to cross a haul / access routes.

Routes will be regularly inspected and maintained to prevent build-up of slurry / mud which could otherwise be carried to the main highway and prevent deterioration to the routes that could affect the stability of the vehicles using the routes.

Lighting will be provided for areas where there is pedestrian sensitivity, or for give way locations on the main routes.

Where site haul access routes require to be established, these should be reviewed in accordance with the Temporary Works Procedures **RG-HS-26-PRD-001** to ensure that their design and installation are sufficient to suit the type, width, length and loaded weight of the delivery vehicles or site plant.

The current haul / access route configuration is as provided in Appendix 5 Site Access Layout Plan.

8.5 Crane Lifts

In many instances delivery vehicles, will be situated directly adjacent to the works area to allow crane lifts to either distribute the material locally for further lifting onto the works, or to lift directly from the delivery vehicle to the works.

Crane lifts will be subject to further control measures for CAT 1, CAT 2 and CAT 3 lifting procedures as per procedure **RG-HS-28-PRD-001** Lifting Operation Procedure.

8.6 Waste Management

Waste management will be carried out in accordance with Robertson Groups Environmental procedures; however the vehicle operators will adhere to the STMP in full.

9.0 Workers Access & Pedestrian Management

Safe, level footpaths will be provided within the site to allow access to the main work areas. The footpaths will be segregated from the haul / access routes, and where crossing an access route is required, the crossing will be visible in all directions, and subject to traffic calming and controls.

Workers access is shown on the site plan as per Appendix 2 Site Access Layout Plan.

9.1 Onsite Pedestrian Footways

Onsite pedestrian footways will be provided to allow access to site welfare and to the main site work areas. Footways will be designated by the following classification:

- Green routes for non-PPE paths providing safe access to common office and welfare areas
- Blue routes for PPE routes for general access to the site for inducted personnel
- Red routes for routes where specific access is required for authorised personnel

9.2 Lighting

Lighting will be provided in key locations to further ensure that pedestrian / traffic routes are safe as follows:

- Site entrances and exits to enhance visibility where there is pedestrian movement
- Internal site roads and footpaths where there is an interface/crossing point
- Hoarding lighting where there is public access required adjacent to the hoarding
- Lighting to material storage / laydown areas

9.3 Signage

Site direction and warning signage will be provided for footpaths and crossing points at key locations. Signage will be based on the following:

- The Health and Safety (Safety Signs and Signals) Regulations 1996
- New Roads and Streetworks Act 1991

10.0 Construction Delivery Management

10.1 Delivery Bookings

All deliveries will be applied for in advance of delivery by completing a delivery booking request form. The delivery booking form will require all fields to be completed prior to submitting the delivery request. RG-HS-07-FOR-004.

The delivery booking form should be returned for the attention of the appointed RG Site Logistics Manager for approval and confirmation of delivery slot. No deliveries will be permitted to access the site unless the booking form is completed and approved.

10.2 Unloading/Loading & Distribution

Contractors arranging for deliveries to the site will be required to provide a safe system of work for the unloading and distribution of the materials. Risk Assessments and Method Statements (RAMS) will be required to be issued in advance of the deliveries being unloaded and distributed. The level of RAMS will

need to reflect the nature of the delivery and where required adhere to the RG procedures for Lifting Operations **RG-HS-28-PRD-001**

10.3 Vehicle Safety

RG will ensure measures are taken to reduce the risks of construction traffic collisions with the workforce and the public. We will seek to use members of the Fleet Operator Recognition Scheme (FORS) and in doing so implement the following vehicle safety measures.

- Lorries will have side guards fitted, unless it can be demonstrated that the lorry will not perform the function for which it was built if side guards are fitted
- Lorries will have a close proximity warning system fitted comprising: a front-mounted, rear-facing CCTV camera with in-cab live feed from the camera or a Fresnel Lens where the Fresnel Lens provides a reliable alternative to the CCTV camera; and a Close Proximity Sensor
- Lorries will be equipped with enhanced audible means to warn other road users of a vehicle's left manoeuvre
- Lorries will have front, side and rear blind-spots eliminated or minimised as far as is practical and possible through a combination of fully operational direct and indirect vision aids and driver audible alerts (for example a Class VI Mirror)
- Lorries associated with the project will have clear project branding so lorries working on the project can be easily identified
- Lorries and vans will bear prominent signage on the rear of the vehicle to warn other road users not to get too close to the vehicle and in particular, to warn cyclists of the dangers of passing the vehicle on the inside

10.4 Driver Competency & Inductions

Each driver will be expected to hold a valid driver's license for the vehicle they operate and for specific vehicle types, relevant plant operator certification.

Robertson Group will require that all drivers to and on the site, will be required to attend driver induction training and received the driver induction form **RG-HS-10-FOR-003.**

All drivers from suppliers and fleet operators are encouraged to take part in progressive training such as that offered by FORS e-learning.

11.0 Construction Travel Plan [Green Travel]

This section of the STMP sets out measures to mitigate the impact of site workers travelling to and from the site. Robertson Construction have provided car parking onsite for site staff and operatives.

As part of our overall approach to sustainability, Robertson Group will seek to promote alternative means of transportation to and from the site by raising awareness of travel option.

11.1 Travel Options Awareness

At the site induction, all new employees and trade contractors will be made aware of the travel options to the site.

The information provided as part of the induction will explain parking, public transport route, emergency procedures and will l include the following:

- Map showing the location of the development in relation to public transport
- Bus timetable
- Map showing cycle routes
- Emergency procedures and contact numbers

11.2 Cycling & Walking

As above, Robertson will promote active travel to site, and to support this cycle facilities will be made available in the form of cycle racks and promotion of walking routes that connect to local bus and rail services.

12.0 Public & Third-Party Consultation

Robertson Group will consult with key stakeholder on the development and implementation of the plan as follows:

Interested Party	Organisation Name	Contact Name	Contact No
Council	Cardiff City Council		
Travelodge	Travelodge		
Schooner Way Residents	N/A		
Red Dragon Shopping Centre	N/A		
Halliard Court Residents	N/A		
Schooner Drive Residents	N/A		

13.0 Monitoring, Review & Communication

The STMP is a live document and will be subject to periodic review and update as the construction programme progresses. However, in addition to reviews, the STMP will be subject to a weekly self-assessment by the RG Site Logistics Manager [insert name here] as part of the overall weekly site inspections.

13.1 Communication

The STMP key aspects will be communicated to all new site starts via means of the induction. Any updates to the same will be communicated via a general update to operatives, or where applicable, more specifically by toolbox talks. Worker involvement will be encouraged and incorporated into the monitoring and improvement of the STMP.

Robertson will display communication boards around the perimeter of the site with contact details for our community liaison representative

14.0 Appendix Info

A1 PTMP Risk Register

A2 Site setup and access