

Traffic Management Plan**TRAFFIC MANAGEMENT
PLAN**

**154 Loudoun Road
London
NW8 0DJ**

Traffic Management Plan Developed by

Paul Shadbolt

Checked & approved by

Ian Cresswell

Person accountable for on-going development of this plan

Paul Shadbolt

Traffic Management Plan

Record of Reviews

| Date | Site Management | Signature | Safety Adviser | Signature |
|------|-----------------|-----------|----------------|-----------|
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Update information to take account of any changes in traffic routes, which may affect workers, site visitors, the public or residents.

Durkan has the following aims as part of our Green Travel Plan:

- Promote alternatives to the car and / or more efficient use of cars for our staff and Contractors making trips to, from and during work e.g. cycling, public transport, walking, car pooling or sharing
- Promote the purchase and use of greener fuelled vans / lorries and cars for our service delivery
- Promote alternatives to the car for visitors traveling to our sites and offices
- Improved access to public transport information for all staff, visitors and Contractors

The outcome of these aims has the following planned objectives:

- Reducing our contribution to greenhouse gas emissions
- Reducing our contribution to air pollution
- Reducing workplace car parking
- Contributing to making our operations more economically efficient
- Providing an opportunity to lead and set a good

Traffic Management Plan

Introduction

The idea of this document is to take account of the importance of planning for traffic during the enabling, construction and handover phases of a project.

Site Layout Plan

A Site Layout Plan will organise all plant and transport movements, to reduce the need for reversing and to reduce the contact areas with pedestrians.

The Site Layout Plan shall include:

- ✓ Pedestrian and vehicle routes
- ✓ Management of areas where pedestrians and vehicles cross
- ✓ Storage areas for materials, waste management and site parking
- ✓ One way systems where possible

The Site Layout plan shall also address local control outside the site boundary, including:

- ✓ Traffic routes to avoid sensitive areas (hospitals and schools)
- ✓ Holding areas for deliveries to reduce the nuisance to the sites neighbours
- ✓ Timing of deliveries to avoid peak activities (schools)

See the simple grid layout at the back of this document.

Site Specific Rules

Vehicle Deliveries

All delivery drivers must report to the Site Office, and when on site must wear safety helmet, safety footwear and hi-visibility clothing. Deliveries may be refused if drivers do not conform.



Once through the gates, ALL vehicles must be escorted to their offloading or loading area at all times by a representative of the contractor organising the delivery.

All sub contractors are responsible for ensuring all of their suppliers, operatives and visitors are aware of and comply with these restrictions.

Loading / Unloading

Working from vehicles shall, where applicable, be treated as working at height and appropriate precautions taken. Suitable access and fall prevention equipment must be provided and used, where necessary

Traffic Management Plan

Access and Egress

There will be no public access on site, although there will be minimal public access along the pavement outside the site.

| | Yes | No |
|--|-----|----|
| Is the site within the London Congestion Charge zone? | | N |
| Are there any sensitive areas (schools, hospitals, houses etc)? | Y | |
| Are there any railways, rivers, and canals? | Y | |
| Do deliveries need to be outside of school hours or outside peak traffic times? | Y | |
| Are there any road restrictions through either through narrow roads, bridges with height/weight restrictions, road works? | | N |
| Is permission required for a road closure from the highways division of the local authority? | | N |
| The terrain of this site will present no abnormal risks of vehicles overturning | | N |
| <p>Notes</p> <p>Once the existing site boundary has been removed, a solid hoarding will be installed around the perimeter of the site. A pedestrian gate will be positioned once the final location of the site accommodation has been detailed subject to the location of the services.</p> <p>During the initial stages of the entrance gates on Alexandra road will used over the existing crossover, once the crossover on Loudoun road has been formed this will be used for all vehicle access onto the site.</p> | | |

Checks

- ✓ Are traffic routes wide enough
- ✓ Are traffic routes firm, level and well constructed
- ✓ Are traffic routes free from obstructions and other hazards
- ✓ Reinstate excavations as quickly as possible and fence off those that need to remain open with **rigid barriers**

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Pedestrian segregation

The following measures will be put in place in order to protect pedestrians from construction traffic and segregate pedestrians and the public from construction activities:

| | Yes | No |
|--|-----|----|
| Can designated walkways be provided on and around the site? | Y | |
| a) Permanent footpaths | Y | |
| b) Rigid barriers (scaffold, timber baulks) | Y | |
| c) Metal Crowd barriers | Y | |
| d) Plastic barrier systems | | |
| | | |
| Can clearly marked crossing points be established? | | |
| <p>Notes</p> <p>During the initial stages of the scheme and the remediation is being undertaken and whilst the site accommodation is being positioned a route will be maintained onto the site.</p> <p>On the areas outside the site all crane lift over the highways and footpaths will be under controlled conditions and no lifts will be taken over pedestrians. The footpaths on the perimeter of the site will be maintained at all times</p> | | |

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Vehicle loading, unloading & securing of loads

| | Yes | No |
|--|--------------------|----|
| Do delivery vehicles need to queue outside the site boundary? | Y | |
| Do delivery vehicles need to be loaded/unloaded outside the site boundary? | Y | |
| Will a holding area be required (see Site Layout Plan) where vehicles can wait | Y | |
| Loading/unloading of vehicles will be by: a) Crane b) Telescopic Handler c) Excavator d) HIAB e) Manual Labour f) Other | Y Y | |
| All loaded vehicles leaving the site must be sheeted | Y | |
| Can sheeting be carried out in safe parts of the site, away from passing pedestrians and traffic? | | N |
| Can vehicle edge protection/fall prevention be used? If yes, explain which type below. Refer to Durkan Best Practice Note No 5 Prevention of Falls from vehicles | Y | |
| <p>Notes</p> <p>During the initial stages of the works (Remediation/piling) vehicles will use the access gates on Alexandra road. These will be left clear and with a gate person at all times whilst in operation. Once the crossover on Loudoun Road is in place this will be used for vehicles that need to unload on site.</p> <p>We will be discussing the suspension of the parking on Alexandra road with Camden Highways, with the aim to have vehicles that need to be crane off loaded waiting on the suspended bays.</p> | | |

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Checks

- ✓ Any delivery to site that does not have a fall protection system will be turned away from site by the Site Manager
- ✓ No person to remain on a Dumper when it is being loaded
- ✓ Ensure that loads are secure and arranged so that they cannot move about
- ✓ Ensure that vehicles are not loaded beyond their capacity
- ✓ All engines must be switched off while waiting to load/unload
- ✓ Do not park adjacent to excavations
- ✓ Pallets should be **no more than 2 high**

Traffic Management Plan

Vehicle movement

| | Yes | No |
|---|-----|----|
| Can vehicles entering the site stop and report to the Site Manager who will direct them to the required place for loading/unloading? | | N |
| All vehicles to be switched off while waiting to load/unload | Y | |
| Site speed limits to be established | | N |
| Is there scope for introducing one-way systems on routes to reduce the need for reversing manoeuvres? | | N |
| Can non-essential workers be excluded from areas where reversing is common? | Y | |
| Is there a need for a banksman to direct reversing vehicles? | Y | |
| Is a wheel wash required for vehicles leaving the site to prevent mud being spread on surrounding roads | Y | |
| Is regular road sweeping required of site roads or on the highway? | Y | |
| All drivers must ensure before reversing that there are no obstructions or people behind the vehicle | | |
| Notes All vehicles will be co-ordinated to arrive between the adjacent nursery opening times. All vehicles that access onto the site will be banked onto and off the site, the site gates will be manned at all times when in operation. There will be limited vehicle access onto the site once the initial works have been carried out due to the amount of space on the scheme. | | |

Site Vehicle Checks

Where the work activity creates a build up of mud on the site roads or public highway, signs shall be displayed warning motorists and a system implemented for either preventing the mud leaving the workplace or road sweeping to reduce the mud on the highway.

- ✓ Do drivers carry out basic safety checks before using vehicles
- ✓ Check that vehicles have reversing alarms and external side mounted and rear view mirrors for optimum all round visibility.
- ✓ Do they have windscreens with wipers, and suitable external mirrors to provide optimum all-round visibility
- ✓ Are they provided with horns, lights, reflectors, reversing lights and other safety features as necessary
- ✓ Do they have seats, and where necessary, seat belts that are safe and provide driver comfort
- ✓ Are there guards on dangerous parts of the vehicles
- ✓ Is there a need for driver protection against injury in the event of overturn, or from being struck by falling objects
- ✓ Do drivers need protection against bad weather conditions or an unpleasant working environment

Traffic Management Plan

Signage

State whether there is a need for direction signs, speed limit signs, and information boards.

| | Yes | No |
|---|-----|----|
| Site Speed Limit state below and on plan | | N |
| Give Way | | N |
| No Entry | | N |
| Width/Height Restrictions | | N |
| STOP | | N |
| One-Way Directional Arrows | | N |
| Parking | Y | |
| Chapter 8 Road off-site works | | |
| <p>Notes</p> <p>Durkan standard signage will be displayed around the scheme in accordance with Durkan procedures</p> | | |

Lighting

| | Yes | No |
|---|-----|----|
| Due to the hours being worked additional lighting will be necessary | Y | |
| <p>Lighting should be designed to provide for efficient working of the site but also to prevent or minimise light spillage into the neighboring houses and other buildings.</p> <p>Notes</p> <p>Consideration shall be given to: -</p> <ul style="list-style-type: none"> The use of appropriate directional lighting Directing light downwards wherever possible If the above is not possible, we shall use lighting designed to minimise light spread above the horizontal If up-lighting is unavoidable we shall use baffles to keep light spill to a minimum Taking particular care in positioning floodlights to avoid light spill outside the compound unless it is for lighting roads as part of the contract. | | |

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Site Security

| | Yes | No |
|---|-----|----|
| Are specific security measures to be employed other than locking up all site accommodation units, storage units and the entrance gates. | Y | |
| Notes | | |
| Site security will be on site once the scheme has progressed sufficiently enough | | |

Checks

- ✓ All plant should be immobilised out of hours
- ✓ Remove all keys and store them in a secure area
- ✓ Cab covers make vehicles more difficult to enter
- ✓ Place excavator buckets, lift truck forks on the ground at the end of each day

Parking

| | Yes | No |
|--|-----|----|
| Can an area be designated for site parking? | | N |
| Can designated pedestrian routes from parking areas to offices, welfare facilities & workplaces be provided? | Y | |
| Are there any residents parking permit zones or TFL Red Routes? | Y | |
| Notes | | |
| There will be no parking on site due to the limited access, all contractors will be requested to use local public transport were possible. | | |

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Communication

All drivers and pedestrians entering a site need to be informed of these site transport hazards and relevant site rules, including the correct traffic routes to use.

A public display board is a useful tool for this purpose

The amount and detail of information given needs to reflect the assessment of site hazards. Information can be provided by:

- a) Verbal instructions on arrival at site
- b) Site induction
- c) Issue of site maps to drivers
- d) Giving site-specific delivery instructions when ordering materials from suppliers
- e) Displaying maps and site rules at entrance site points and elsewhere on site e.g. in canteen and welfare facilities.
- f) All Durkan supplier orders have statements on PPE to be worn and safe unloading requirements.

Any changes made to site traffic routes need to be communicated to site workers and visiting drivers.

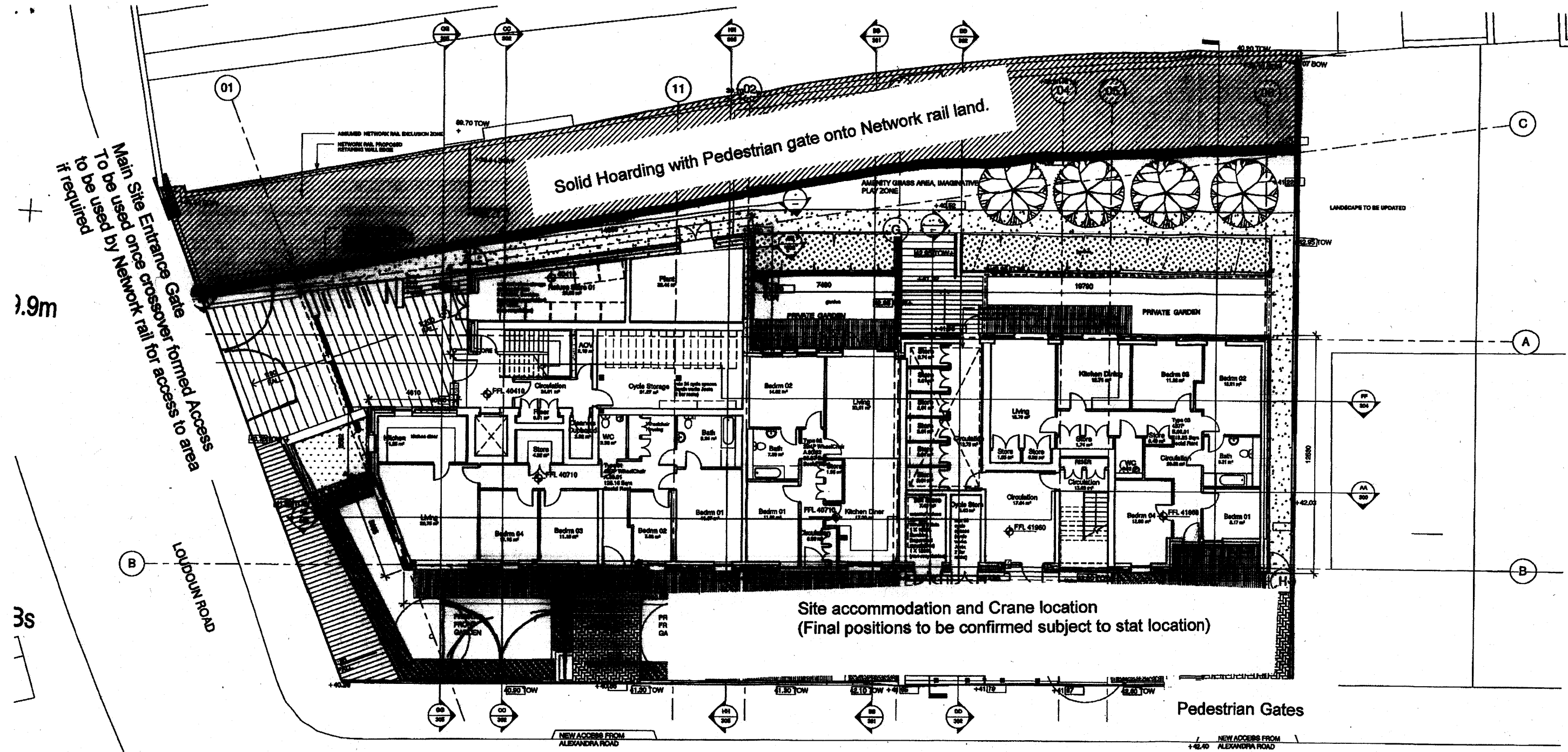
Workers, and their safety representatives, should be consulted on any changes that may significantly affect their health and safety.

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Site Traffic Management Plan

Complete a simple line drawing of the premises and identify the haulage routes, pedestrian routes, parking, parking restrictions, unloading areas, holding areas, and fuel storage areas

See Attached drawing



Site Access Gates to be used during piling
Using the existing crossover.

Parking bays to be suspended for vehicle Unloading
ALEXANDRA ROAD

Pedestrian Gates

DRAFT

standard notes

1. Do not scale this drawing.
2. All dimensions must be checked on site and any discrepancies notified with the architect.
3. Unless shown otherwise, all dimensions are to structural surfaces.

THIS IS NOT A CONSTRUCTION DRAWING, IT IS UNSUITABLE FOR THE PURPOSE OF CONSTRUCTION AND MUST ON NO ACCOUNT BE USED AS SUCH.

drawing notes

Performance and workmanship to Passivhaus Standards. Refer to the Passivhaus Planning Package (PHPP).

Revisions
P1 2010.08.08 Preliminary Issue

Loudoun Site Access and Traffic Plan