



**METHOD STATEMENT: CONSTRUCTION MANAGEMENT PLAN:
TRAFFIC MANAGEMENT & ACCESS PLAN**

**SITE ADDRESS: GROUND FLOOR FLAT,
23 ROCHESTER ROAD,
LONDON NW1 9JJ**

CLIENT: HOPI ALLARD

DATE: 24.06.14

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1. This traffic management plan has been produced to service the site whilst the construction of the new basement is taking place. This traffic management plan will be required from the start of the works until completion of the basement, a period of approximately 52 weeks. The routes of access will be given to all suppliers along with this plan and the vehicle movements (especially construction lorries which will be limited to 3 axle 32t rigid vehicles) managed accordingly. Further detail and plans will be provided once the contractor and waste removal firms have been confirmed and appointed.
 2. To service the site the two residents parking bays adjacent to the site will be suspended throughout the works.
 3. There is a requirement to service the works to the above site from ROCHESTER ROAD to gain access to the front of the property as this will be the point of access to the site, which is owned by CAMDEN COUNCIL and is a public road for the use of the public.
 4. The site access is in ROCHESTER ROAD which, at the site, is a two way street running EAST to WEST, it has parking along one side. Lorries will always travel east to west and will enter and exit correctly from CAMDEN ROAD, without considerable risk to damage to parked cars.
 5. The aim will be not to place any skips or materials on the highway, except small amounts in the suspended parking bays, where possible, all debris/spoil will be removed to lorries or skips.

6. There are two residents parking bay immediately outside of the site in ROCHESTER ROAD and these will be where all vehicles park for unloading and loading, a conveyor will be set up at high level over the footpath and this is to be used for the loading of spoil.
7. Spoil will be loaded on to the lorries via electric conveyors, and will be checked and fully sheeted before leaving the site.
8. Some deliveries can only be unloaded from a lorry parked across the site access and these vehicles will either be unloaded by hand or via a lorry mounted crane. In these circumstances the pavement will be crossed and a ROAD MARSHALL will be deployed at each end of the lorry to prevent lorries from unload while pedestrians require access along the footpath. In all cases pedestrians will have priority and unloading will stop to enable pedestrians to cross.
9. All delivery companies will receive written documentation regarding the SITE ACCESS & UNLOADING RULES.
10. The delivery companies will be instructed to access the site via ROCHESTER ROAD, approaching from CAMDEN ROAD to the east and telephoning the site foreman 30 minutes in advance to ensure that ROAD MARSHALLS are in place at the junction of ROCHESTER ROAD and ROCHESTER MEWS and WILMOT PLACE. At this Point ROAD MARSHALLS will be present to escort the lorry along ROCHESTER ROAD. The lorry will then be placed in the suspended parking bays and the traffic allowed to flow as normal.
On leaving the site the lorries will turn left into ROCHESTER TERRACE. The ROAD MARSHALLS will first ensure that there are no parked cars preventing access before escorting the lorry, at walking pace along ROCHESTER TERRACE, with one of the ROAD MARSHALLS in WILMOT PLACE to warn/stop vehicles. The lorry will then turn left onto WILMOT PLACE and then right back onto ROCHESTER ROAD, then right back onto CAMDEN ROAD.
11. Delivery companies will be instructed that there is to be NO ACCESS TO SITE VIA WILMOT PLACE any circumstances. All delivery companies will receive a map giving the route to site along with their SITE ACCESS & DELIVERY RULES.
12. The delivery companies will be instructed to phone ahead to our foreman 30 minute before arrival to ensure access to site can be gained and will be instructed that no waiting can take place in the area around the site, in the borough of CAMDEN CITY COUNCIL, and not to proceed any further to site if the foreman does not give permission. NO WAITING WILL BE PERMITTED ON THE ROADS SURROUNDING THE SITE.
13. The foreman will ensure that only one lorry is ever called to site, planning deliveries accordingly and will ensure that the lorry is dispatched to site, as above, as quickly as possible.
14. The delivery companies will have a set delivery time, to work on the basis of only one vehicle in ROCHESTER ROAD at a time and no waiting in the streets adjacent to the site. Out of sequence vehicle or vehicles arriving at the wrong time will be advised by telephone to park away from the site, in a safe area out of the Borough.
15. The delivery companies will have at least two site contact numbers to ensure that the site is clear for them. If not they will be told to hold at distance from the site.

16. ROCHESTER ROAD is wide enough for the public to pass in their vehicles when lorries are being unloaded.
17. The delivery times will be restricted to 0800-1700 Monday to Friday ONLY.
18. The works, covered by this revised traffic management plan, are provisionally programmed to start from – date and time agreed by WCC for a period not exceeding 52 weeks.
19. During this period we predict 4-5 vehicle movements per day.
20. All vehicles, plant and equipment used will be low noise emission and will not exceed LA90(10MIN) as required. If the plant itself does not attain this requirement protection by way of sound deadening material will be used to protect the adjacent occupants and the public at large. Sound monitoring will take place regularly to ensure compliance.
21. No deliveries will be allowed to conflict with refuse collections vehicles liaison will take place with waste authorities.
22. Spoil removal will be via 32t 4 axle tipper lorries, generally 2 per day.
23. Concrete will be provided to the works mainly using 'mini-mix' small concrete Lorries instead of the standard concrete Lorries (these only being able to carry 2-3m³ of concrete). Each lorry will be in the road between 20-30 minutes and 1-2 Lorries per day will be required for general concreting and piling. There will be no pumped concrete requiring pipe across the footpath. If concrete is required to be pumped the boom will be over the pavement to allow pedestrian access. This will require the adjacent Resident's Parking Bay to be suspended to enable a concrete lorry to reverse onto the concrete pump.
24. Other deliveries will be on flat bed 7.5t and 10t two axle delivery Lorries which will be unloaded in the road then direct into the site, of which there will be only 1 per day on average.
25. We will manage these vehicle movements to minimise inconvenience to residents and overall risk to the public.
26. Vehicles will be directed to travel at walking pace whilst in the road. Vehicles will be surrounded by road cones with a road marshal in attendance whilst loading/unloading.
27. Priority will be given to residents vehicles and our vehicles will be moved on (around the block if necessary) to give the residents the required access for their vehicles.
28. No materials will be stored outside of the hoarding in the road and there will be no welfare facilities outside of the site boundary.
29. The road surface will be kept clean and tidy at all times and will be regularly swept and jet washed as necessary.

30. The Traffic Management for the works will be undertaken by the following personnel: -

TBA	- Resident Site Manager	Tel: TBA
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TBA	- Construction Manager	Tel: TBA

The contact numbers can be used by the ROCHESTER ROAD residents and CAMDEN COUNCIL to immediately address any site issues.

31. RISK ASSESSMENT

The hazards resulting from vehicle movements and unloading could affect the residents of the road who would not be aware of the hazards whilst going about their business. Therefore, the implementation of the measures above, especially the use of traffic marshals and the hoarding, will reduce the risk of injury to an acceptable level (this will need to be reviewed and monitored regularly).

The road surface must be checked daily by a member of the management team for damage. Minor damage if noted to be rectified immediately any depressions of road surface will require deliveries to be stopped until cause is known and the situation rectified.

The access along ROCHESTER ROAD to ROCHESTER TERRACE and WILMOT PLACE will be photographed to record any existing damage to kerbs and/or street furniture.

Philip McDowell Bsc(Hons), LLB
Director
Physon Property Ltd

Date: 24.06.14