11 Prince Albert Road

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

[Ref: JW/11PAR.*CTMP]*

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Introduction

This document sets out the control measures to be utilised to control to acceptable levels the local impact from construction traffic generated by the proposed site activities in Prince Albert Road.

Description

The project involves the construction of a new side extension at lower ground and basement in addition to general refurbishment throughout the existing property with minor internal alterations. Engineered ground works and construction of designed earth retaining structures with concrete walls supporting brick built superstructure feature in the project. Specialist advice is to be sought to design the best method of tree protection, typically exclusion zones are set up around the noted trees comprising no go zones.

With construction projects of this nature it is vital that sensible planning and control measures are in place from the outset. This will reduce the impact from the construction activities. Construction planning needs to consider the close site environment in a similar way that the architects will consider the building life design and impact on the environment. Noise, dust and traffic are key headings but pollution and waste can easily be controlled with some simple measures that are now common practice on construction sites where reputable contractors are engaged. This document deals specifically with the highways and the methods used to control the nuisance to acceptable levels.

Program

Works on site are expected to take approximately 12 months. Survey and protection of the current building and enabling works will take 1 month. Piling and excavation, 3 months followed by the main concrete works, 3 months. Roof and walls 7 weeks followed by the finishes and fit out 10 weeks.

Key principles

Building new does not mean throw away and start again. The lifting of existing terrace will produce hard core and concrete. This can be used to form a clean working base for the groundwork's. The advantage is not exporting waste and not importing all the aggregate for forming a base mat. This dramatically saves on vehicle movements and means recycling. With careful planning the base can stay permanently beneath the new building and form a free draining sub base thereby eliminating a traffic operation usually associated with this type of work.

Back loading will be adopted where ever possible as deliveries will inevitably be required. By scheduling some of these, always with licensed waste carriers, the return trip can be made with a waste load. This will be useful in the early stages where traffic movements are potentially higher than later in the build.

Waste segregation is covered in the SWMP but the adoption will mean compaction and grading of waste streams on site for transport to local recycling stations thereby reducing the amount of traffic created in peak hours on local roads. It should be noted that the site benefits from a good link to the A41 meaning a low impact on small residential turnings.

Access

Manned access gates will be used for all access to and from the site. During the construction phase these will be in the same location as the existing crossover. The traffic generated by the development will be controlled by the implementation of the Traffic Management Plan. This plan is designed to reduce the impact of construction on the local highway by ensuring that deliveries are made to the site in a coordinated and controlled manner. A travel plan based on local knowledge will be issued to all suppliers and contractors to inform drivers without local knowledge thereby avoiding the common scenario of large vehicles attempting to turn into unsuitable roads as a result of being lost.

Strict instructions with details of financial penalties for non-conforming suppliers will be issued as part of the contract documentation. This will include map with route, no go areas for vehicles of a certain size, times, behavioural code and a copy of a strict delivery procedure.

Safety and the public

Members of the public will be warned of the risks posed by vehicles by the selected signage and directly if required by the gate marshal. Vehicles unloading in the cycle lane outside site will require marshalling to control risk arising from the interface between delivery vehicles and cyclists. Trained traffic marshals will be employed an hour before site opens to avoid vehicles queuing and to ensure the behavioural code is followed, during working hours they will direct and control traffic outside the site. It is the intention that the marshals be present throughout the duration of the contract, previously where this has happened they have become known to local residents and passers-by that walk the same route. This prominence results in a pride in the workplace with a positive result for all.

Estimated number of vehicles

Excavated inert material	65 Nr muckaway lorries
Concrete	30Nr ready mix lorries
Miscellaneous	Regular materials deliveries/ rubbish removal – 3 per week, 150nr total