



**Construction Traffic Management Plan.
53 Fitzroy Park
London.
N6 6JA**



**Rev 02 – Planning Submission
January 2015**

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Introduction.

This logistics and traffic management plan has been formatted to ensure the site layout and traffic management issues are addressed prior to the start of the construction works.

Our logistics strategy is designed to reduce the impact on the surrounding area, local businesses and residents particularly as the site is surrounded and overlooked on all sides by occupied residential buildings.

We plan to present a very clean and presentable image to the local residents, businesses and indeed anyone passing by the site.

Inevitably it is impossible to prevent this project from having some impact on the area as indeed most building or refurbishment works do, but we can take big steps to minimise any impacts.

Ideally, we want to be in a position whereby the local residents, businesses and London Borough of Camden (LBC) can see very clearly that despite the nature of the project and the associated level of activity, Knight Build are doing everything they can to minimise the potential disruption to everyone in the area.

Safety and cleanliness will be top of our agenda and we would: for example, maintain a direct dialogue with immediate neighbours, hold open evenings for local residents and issue regular newsletters and notices to keep our wider neighbours up to speed with the overall project programme, what is happening at that moment and what is being planned for the future.

There are no parking restrictions or yellow lines along Fitzroy Park as the road is privately maintained so it will be essential that all deliveries are well managed and planned and the entrance to the private road and all loading off loading activities are directed by a full time Traffic Marshal .

In order to show our commitment to the consideration of others and the local community that we work in, Knight Build have become an Associated Member of the Considerate Constructors Scheme.

We were selected as a Considerate Constructor National Company Silver Award Winner 2013 and Considerate Constructor National Company Bronze Award Winner 2014.



53 Fitzroy Park.

The site is located in the area of Fitzroy Park, a private road with large detached houses, located along the north eastern boundary of Hampstead Heath. Whilst this lane is located not far from the centre of Highgate Village it is situated close to High Gate Ponds and Hampstead Heath two areas of natural beauty. This combined with tree lined narrow road and dense hedgerows. Fitzroy Park is situated in the London Borough of Camden within the Highgate Conservation Area and the part of designated Fitzroy Open Space area.

Proposed new development

The development of a new 3 storey plus basement dwelling house with garage, including associated green roofs and landscaping works, following the demolition of an existing dwelling house. An additional storey is to be added below the existing Lower Ground Level to provide additional residential leisure space.

The construction and site management techniques for the basement will match the precedents in the surrounding area and follow the London Borough of Camden guidelines on Subterranean Development.

The Aim of This Construction Traffic Management Plan is to ensure all project activities comply with applicable statutory United Kingdom and European legislation, London Borough of Camden requirements, Transport for London as well as taking neighbouring businesses and residential premises into consideration.



Fitzroy Park approach away from the site



Fitzroy Park approach to the site



Existing drive in front of double garages

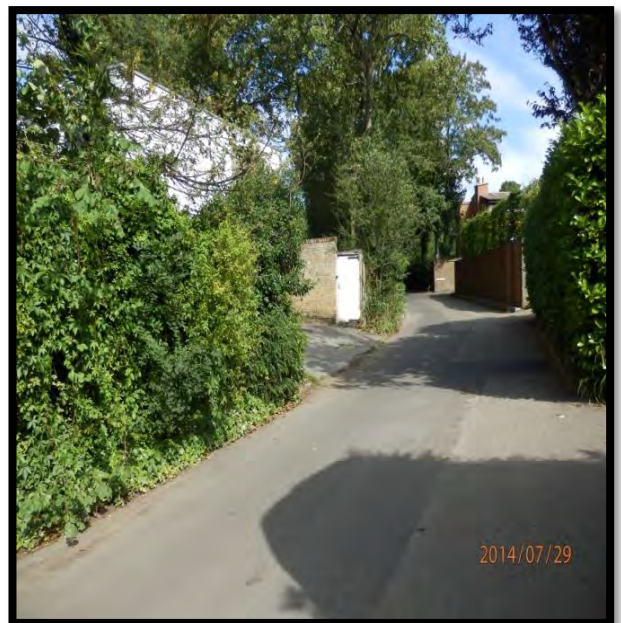
Lorries arriving at site will have to pull off Fitzroy Park onto the existing drive which will be capable of managing the removal of the materials from the demolition works to the existing building, as the majority of the demolished materials will remain on site for hardcore and temporary ramp construction only soft strip will be going away for recycling.

When leaving the site the vehicles will travel back out of Fitzroy Park to the junction of Millfield Lane and Merton Lane .

All vehicle movements will be overseen and directed by KBL Traffic Marshals.



Existing Entrance to Fitzroy Close



Turn left on to the existing drive way

Vehicle access to and from site.

All vehicles will be instructed to access the site from Highgate West Hill then turn into Merton Lane traveling to the end of the lane turning right into Millfield Lane and then when met by a KBL Traffic marshal to be directed up Fitzroy Park (Private Road) where the vehicle will reverse off the road onto the existing drive or newly established loading platform (see swept path drawings pages 17, 18 and 19) .

Vehicles will leave the site by traveling back along Fitzroy Park into Millfield Lane, Merton Lane and back onto Highgate West Hill.

The wider access route to the site is in use by similar sized vehicles on a daily basis and there are no other junctions in the immediate vicinity that would require Traffic Marshal control beyond those proposed.

The agreed route shall be sent to our suppliers and all drivers are to be made familiar with the route before delivering to site so there will be no requirement for directional signage to be erected on the public highway.

Full time Traffic Marshals will be present to oversee and direct all loading and unloading activities and ensure that all pedestrians and other road users can pass the works safely whilst this operation is being carried out.

Site Opening Hours

The site working hours will be between 0800 – 1800 Monday-Friday. Weekend work will only take place if required on a Saturday between 0800- 1300 (It is not planned to work Saturdays). There will be no Sunday working.

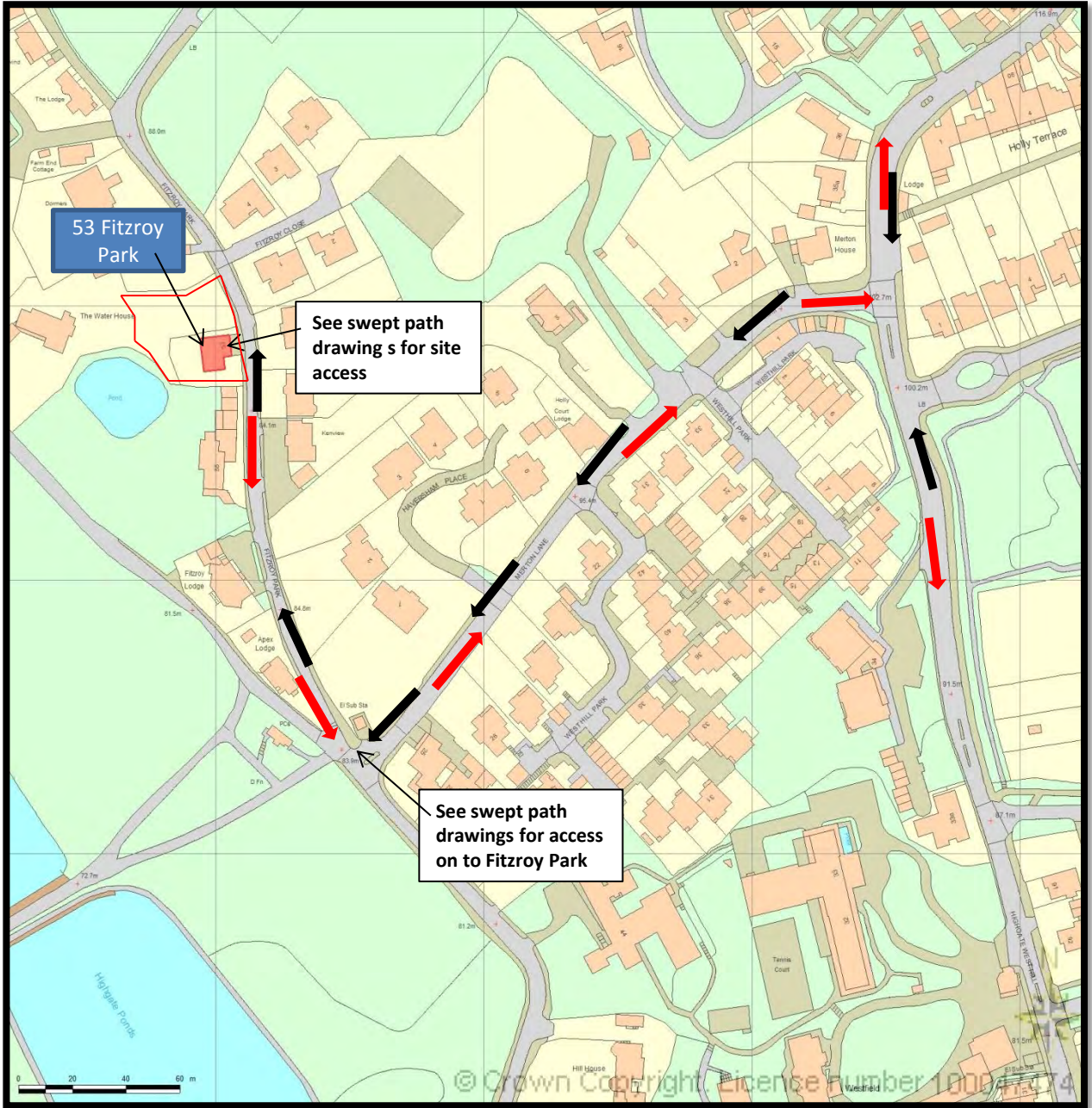


Entrance to Fitzroy Park Private Road.



Junction of Merton Lane and Millfield Lane

Access to Site



Route to Site 

Route from Site 

Site Set Up

A hoarding will be erected along the boundary of the property and a set of folding gates constructed across the existing driveway / site entrance , the tree protection will also be carried out at this stage as per the Arboricultural report prior to any works commencing.

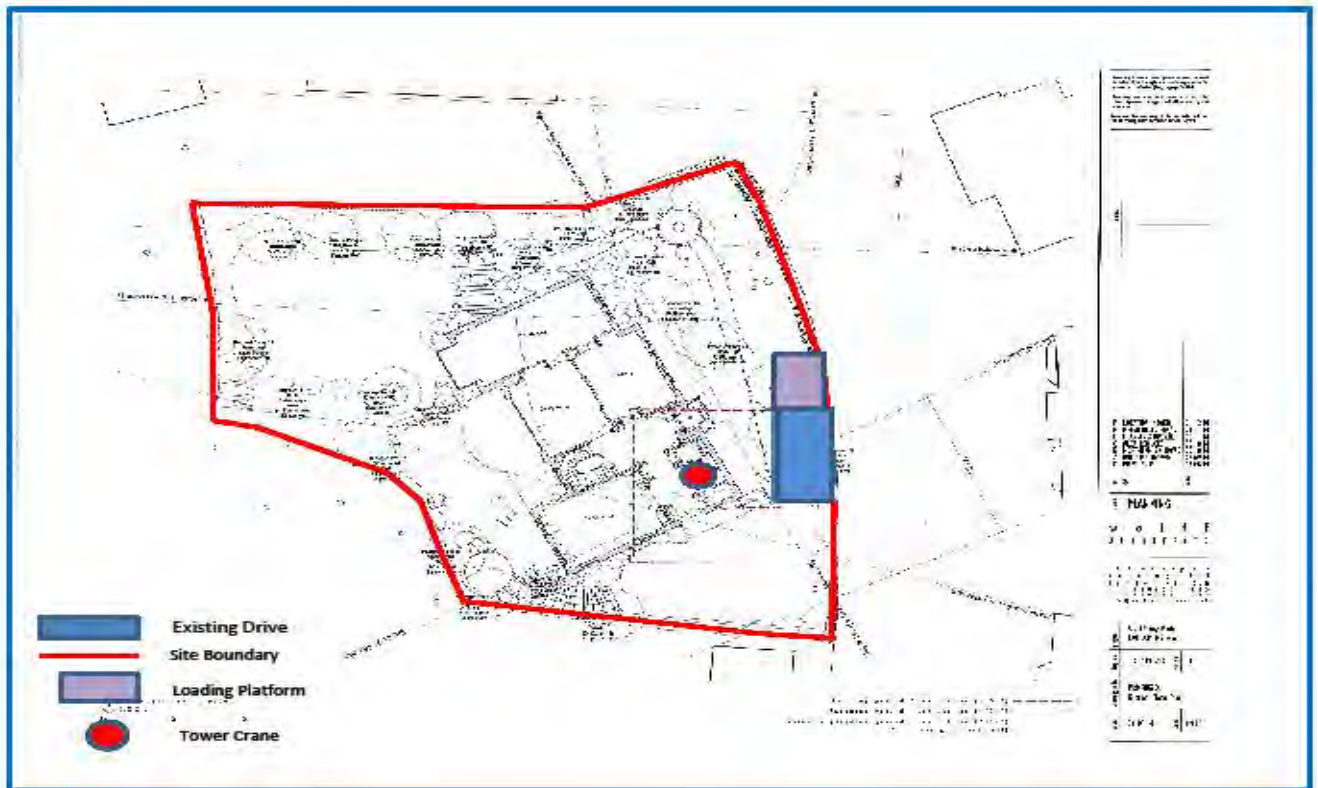
Due to the logistics of the site and the difference between the Fitzroy Park road level and the existing ground behind the hedge row it is not possible to gain access for vehicles or plant to the lower levels of the site from Fitzroy Park with out providing the following,

- A temporary loading platform to the right of the property extending the driveway.
- A self erecting tower crane (at lower ground level) to off load from the loading platform

The platform and the tower crane will be established following the demolition stage of the works.

The site welfare and site offices will be a container set up delivered to site by Hiab and established on the lower level of the site.

Site Location Loading Area





Vehicle Types

The surrounding access roads to the site are all particularly narrow and not suitable for large articulated vehicles. For this reason no articulated Lorries shall be allowed to make deliveries for the whole construction period.

Waste shall be taken from site using 6 and 8 wheel vehicles with a dwell time of 30 minutes. The loading of vehicles shall be undertaken from within the site boundary of the hoarding so as not to block the road during loading it is the intention to either conveyor the material directly into the lorries or use a long reach excavator that would be positioned on the loading platform to load the lorries.

Concrete shall be delivered in 6m³ volume trucks discharging into a pump located within the site hoarding with a dwell time of up to 40 minutes.

Vehicle Movements

All suppliers shall be written to before commencing on site ensuring they are aware of the route and to secure their acceptance of the CTMP before being allowed to deliver to site.

Task	Duration	No of Vehicles /Day
Enabling/Set Up	6 Weeks	6 (4)
Demolition	4 Weeks	8 (4)
Piling, Basement and Substructure	20 Weeks	12 (8)
Superstructure	15 Weeks	10 (8)
Fit Out	50 Weeks	8 (6)

(x) Of which HGV Vehicles

Total Construction Works 45 Weeks
 Fit Out Works 50 Weeks



As there is no waiting or holding areas near the site deliveries shall be programmed at least 30 minutes apart to ensure that no vehicle arrives until the previous vehicle has departed. The Construction Manager shall have the contact numbers of all suppliers to be able to manage this process and shall implement a 5 minute delivery call up procedure to ensure this is achieved the use of audible reversing warning alarms is to be minimized as far as practical.

Control of Deliveries

Access is to be maintained at all times for the residents of Fitzroy Park and other near by roads from the junction of Merton Lane and Millfield Lane this will be managed and directed by the KBL traffic marshals.

It is the intension of Knight Build to have 3 traffic marshals in place during peak periods and 2 traffic marshals at all times during the working day and they will ensure that a safe pedestrian access route is maintained at all times for the residents and pedestrians using Fitzroy Park and other adjoining roads.

An agreed signage system will be implement at all access roads into the Fitzroy Park and other roads affected by the project , warning of construction traffic and again these will be managed and maintained by the KBL traffic marshals.

All traffic marshals will operate a 2 way radio system and be in contact with each other and the site management.

At all times access will be maintained for emergency vehicles including during the working day, if emergency vehicles need to gain access or get passed all unloading / collections will stop and the works vehicle will clear the area, drivers will stay with their vehicles at all times.

Delivery and collection vehicles servicing the 53 Fitzroy Park project will be scheduled to take place between the hours of 10.00 and 16.00 Monday to Friday and no deliveries allowed at weekends or public holidays.



Refuse Collection

It is not envisaged that refuse collection shall be affected by the traffic plan, we will however contact the local authority and ensure that there are no deliveries at the appointed times for refuse collection.

Rubbish from site shall be collected whenever possible by wait and load trucks when skips are used they will be removed the same day.

Surrounding Area

Vehicles shall remain on the hard standings at all times so no mud shall be carried on to the carriageway. Knight Build shall ensure the highway is kept clean at all times and ensure that in the unlikely event of the highway becoming soiled or damaged it shall be cleaned or repaired immediately.

Public Footway

We consider pedestrian safety to be a key responsibility. There is no public footpath along Fitzroy Park so a Traffic Marshal stationed at the junction of Fitzroy Park and Millfield Lane will be in constant communication by the use of radios with the site and if any pedestrians are on the carriageway between the site and the junction then the site vehicles will be held until the road way is clear from pedestrians and other road users, site vehicles will all ways be accompanied by a Traffic Marshal when moving along Fitzroy Park.

Special provision will be made for vulnerable users using the footways and carriageways near or adjacent to our project, we will ensure that wheel chair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people can make their way passed our site without any obstructions, plant or construction vehicles causing them difficulties or distress, this will be controlled by a full time KBL Traffic Marshal.



Parking of Vehicles of Site Operatives and Visitors

Knight Build Ltd does not allow parking for any site operatives or visitors on any of our sites and that will include the 53 Fitzroy Park project, we encourage all site users to use public transport. We will provide a mini bus to ferry the site operatives to and from the site to the main hub of the public transport area, the mini bus will then be parked off site in metered parking.

We ensure that access is maintained for the neighbours and residents by the placement of a full time Traffic Marshals for the full working day and not just for deliveries, it is the Traffic Marshals job to maintain and keep clear the external area of the site and to make sure that none of the neighbours are obstructed in any way.

The majority of the operatives working on the site will be from the London area. The intension is set up accounts with local suppliers and merchants where possible.

Wheel Washing and Dust control

The project will be set up so that no lorries leave the carriageway or the loading area, and subsequently no wheel washing facilities will be required. The loading area and the surrounding footpaths and carriageway will be continually monitored by the Traffic Marshals and swept when necessary.

However we will ensure that the facility of a road sweeper is available and can be called to site within 1 hour if required.

Works that may generate dust and dirt will be taking place within the footprint of the property and will be encased by the use of scaffolding and monarflex. Given the adoption of these suppression methods we do not expect to produce a level of dust that would affect the neighbours or residents.

Noise will also be monitored on a daily basis by a hand held noise monitor.



Site Hoarding

The site hoarding will be constructed from good quality ply wood minimum 2.4m high it will receive 3 coats of paint and be lit by red lights externally, minimum signage will be placed on the hoarding as to maintain a tidy appearance .

Unless there is a specific design or decoration instructed by the client or the local authority we will canvas the residents / neighbours of 53 Fitzroy Park by letter drop to select the colour of the hoarding from 3 different colours (Grosvenor Cream, Harrods Green or Dark Brown) and invite them to email us back with the colour of their choice the majority vote will be selected

The full time Traffic Marshals will be responsible for keeping the hoarding clean and respectable during the periods when there are no deliveries. All safety signs or notices on the hoarding will be planned and kept to a minimum.

Knight Build will also provide a notice board showing progress photos and other information.

Waste Management.

A Waste Management Plan has been developed and will be issued with this documentation listing all waste that will be generated from the development and the expectation for recycling, reclaiming and reusing this waste if not on this project then on others or at transfer stations and recycling plants and crushers, due to the nature of the works we are able to achieve a number of usages from the timber supplied from shuttering, to underpins and then the timber is sent for recycling.

Knight Build is a member of Smartwaste and will issue a Smartwaste Site Management Plan at the end of each month giving full details of the amount of waste generated and recycled in that period, it will also provide the following information

- Electricity & Fuel Usage
- Water Usage
- Summary Charts
- Deliveries & Collection Co2 Chart
- Construction Diesel Co2 Chart

Due to the nature of the project it is not possible to have a number of skips on site, therefore we will either collect waste material by lorry and segregate into skips at our depot or have the waste sent to transfer stations where it will be segregated for recycling.



Complaints

All complaints, concerns, questions or request for information should be addressed to Richard O’Leary at our Knight Build Office 01277 810777 or the mobile number 07951 902442 which will also be answered out of hours.

Email contact details richard.oleary@knightbuild.co.uk

There will also be a 24 hour contact number on the site hoarding 07939 016007 (This is the Knight Build MD, Mr. John Knight) john.knight@knightbuild.co.uk .

This site will also be registered with the Considerate Constructors Scheme
0800 783 1423

Service Connections and Utilities

Any utility connections that have to be made will be carried out directly outside of the property. Whilst the connections are undertaken the access to the site may be prohibited, connections shall be undertaken with at least 4 weeks notice and shall be complete within 2 days. This should not happen more than 4 times throughout the project. All deliveries shall be cancelled whilst the utility excavations are ongoing.

Liaising with Residents

Knight Build shall regularly update residents as to the progress on site through correspondence and the site information board and provide a 24 hour emergency contact enabling us to action any concerns immediately.

Contacts are:

Richard O’Leary: 07951 902442

John Knight: 07939 016007

Appendices

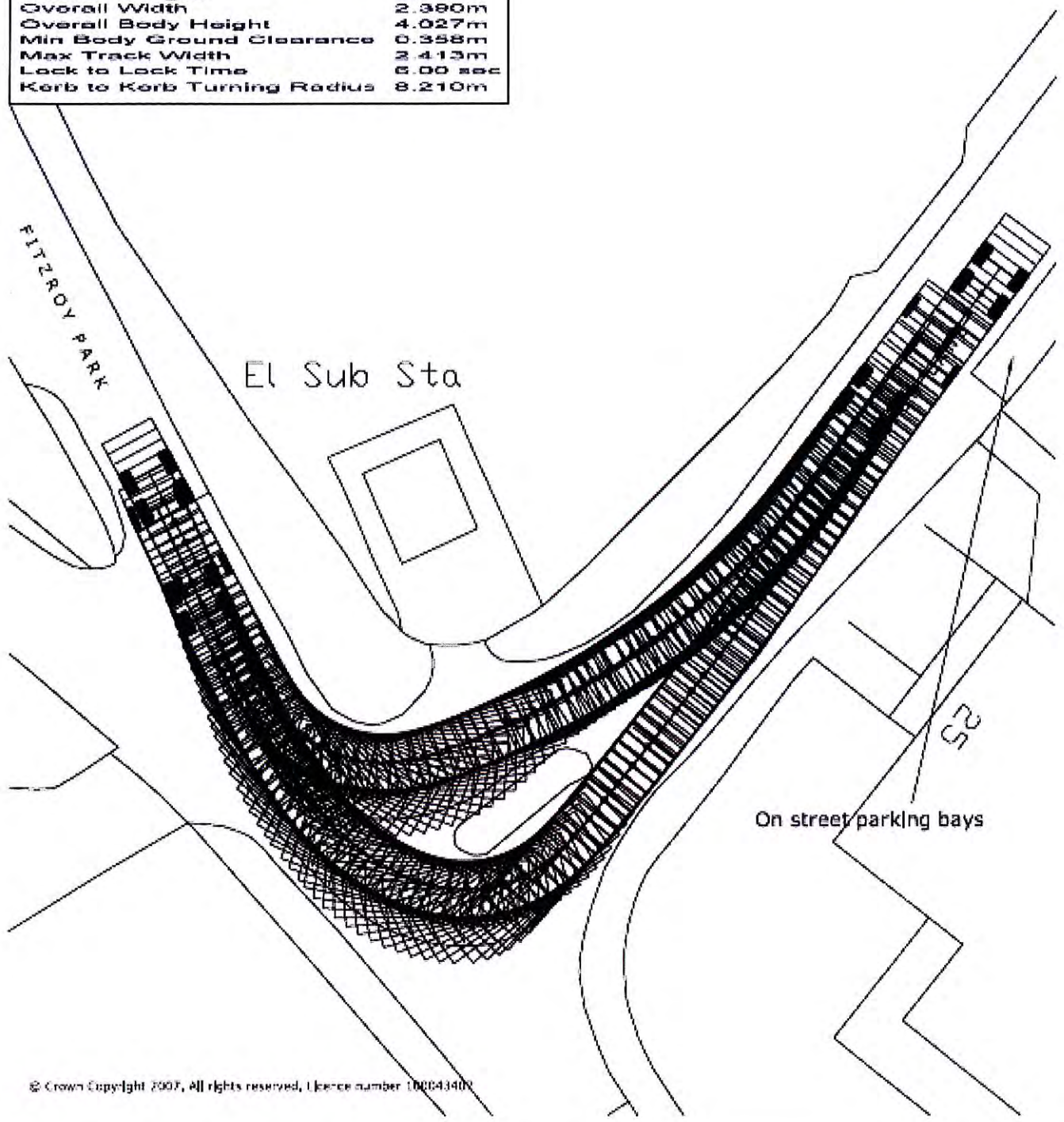
Appendix A1: Swept Path Analysis



Appendix A.

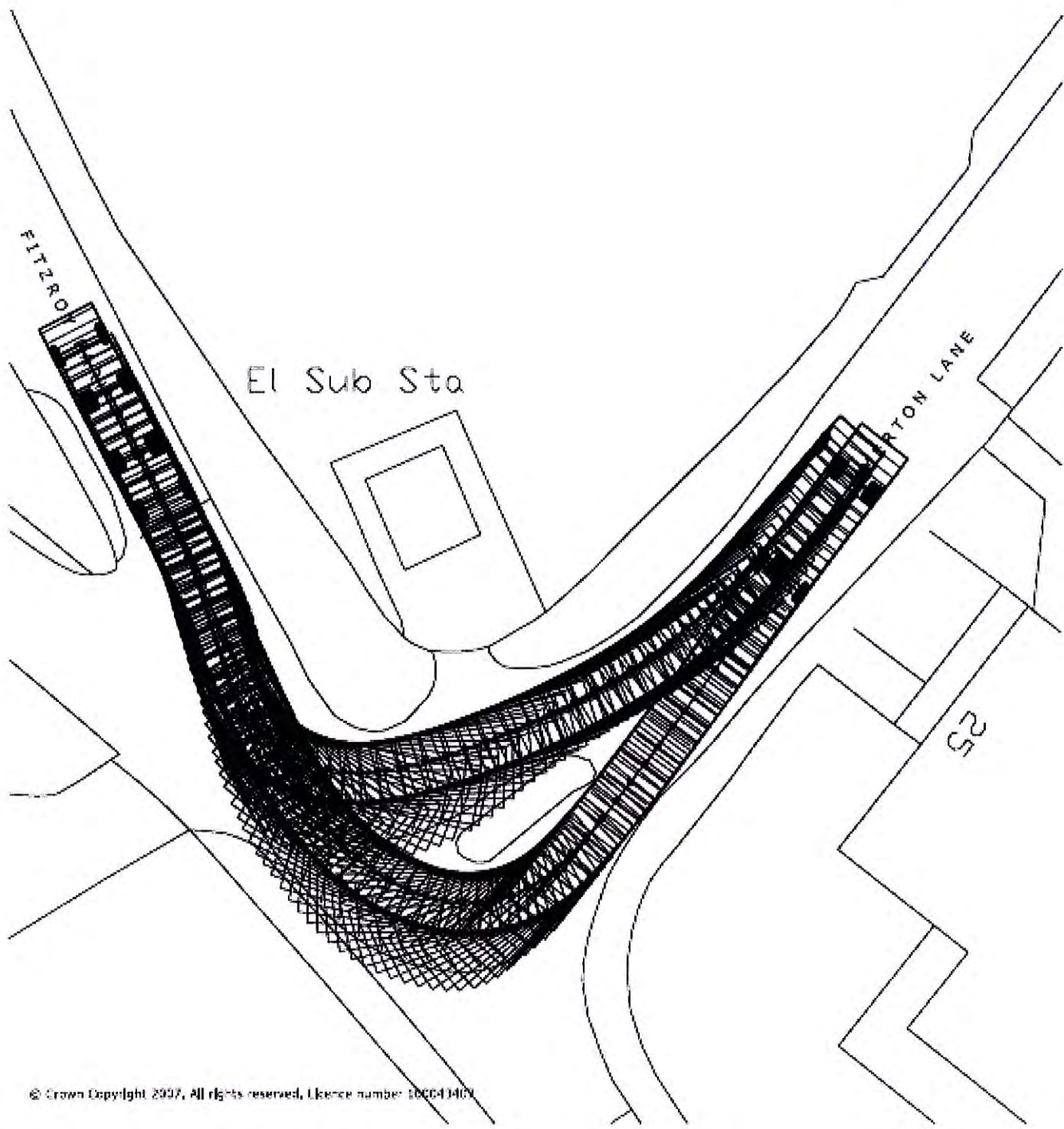
Swept Path Analysis

Lead 3.015 1.24	
Concrete Mixer	
Overall Length	8.360m
Overall Width	2.380m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	8.210m



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	<p>Fitzroy Park, London Swept Path of 24 Tonne Concrete Mixer Turning Into and Out of Fitzroy Park</p>
	<p>Scale 1:250@A4</p>

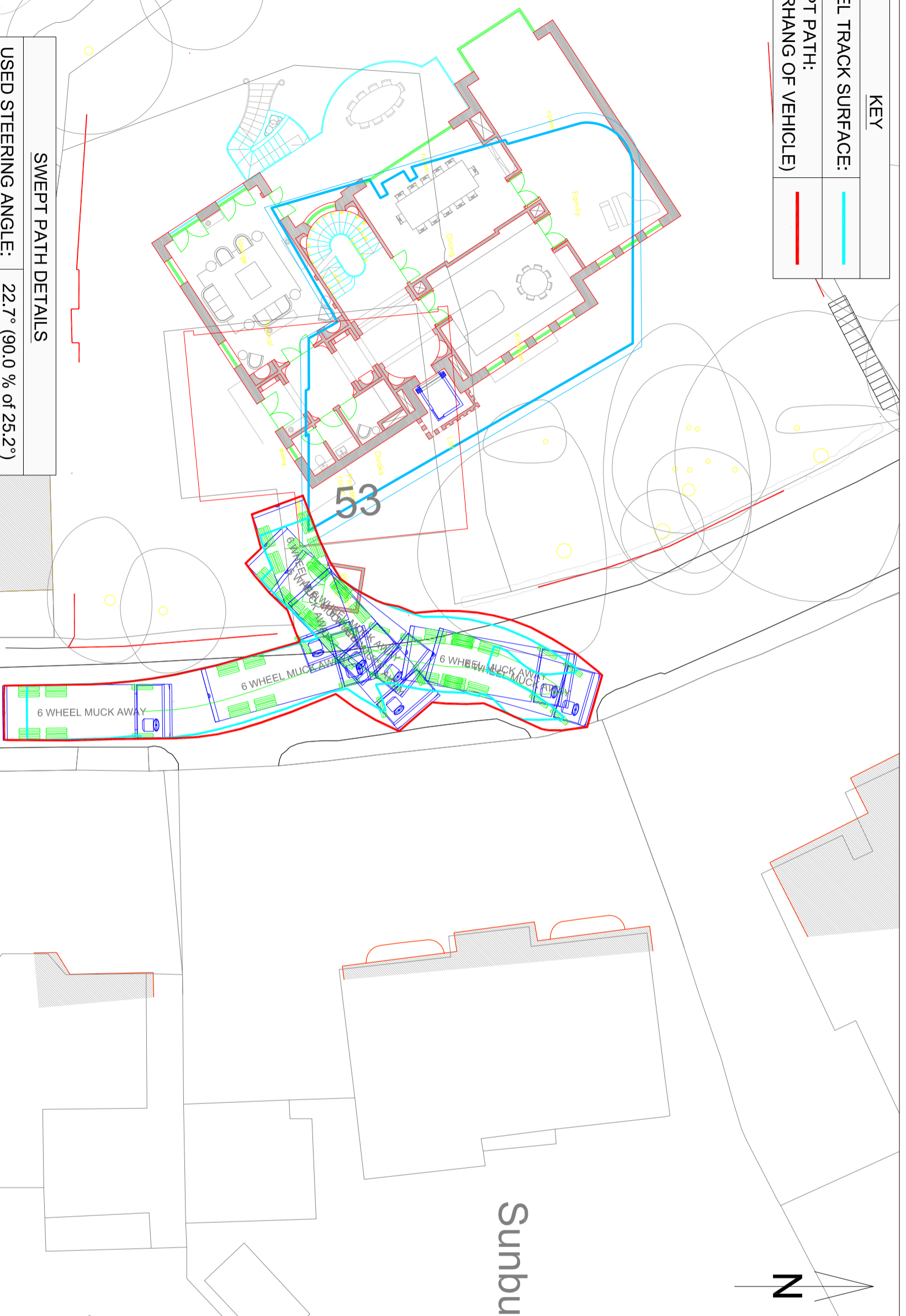


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Fitzroy Park, London
Swept Path of 8,7m Rigid Vehicle
Turning Into and Out of Fitzroy Park

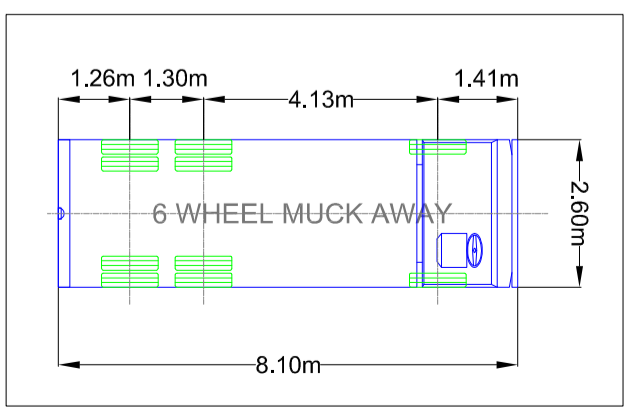
KEY	
WHEEL TRACK SURFACE:	
SWEPT PATH: (OVERHANG OF VEHICLE)	



SWEPT PATH DETAILS	
USED STEERING ANGLE:	22.7° (90.0 % of 25.2°)
DISTANCE TRAVELLED:	39.2 m
TRAVEL TIME:	0:50 min
AVERAGE VELOCITY:	1.7 mph
USED TTP:	Steering, Reversing



DO NOT SCALE FROM THIS DRAWING.
All dimensions to be verified on site.
This drawing has been produced for the specific client and project identified below and is not intended for use by any other person or for any other purpose.
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TECHNICAL INFORMATION:	
LENGTH (m):	8.10
WIDTH (m):	2.60
OVERALL HEIGHT (m):	3.00
WHEEL BASE (m):	4.78
MAX STEERING ANGLE (°):	25.25
LOCK TO LOCK TIME (sec):	6.0
DESIGN STEERING ANGLE (°):	22.72
DESIGN CENTRE RADIUS (m):	12.37



Telephone: 020 8667 9687	Web: www.drawrighthead.com
scale at 1:200 @ A3	date 09.01.15
drawn RGS	chk1 RGS
chk2	

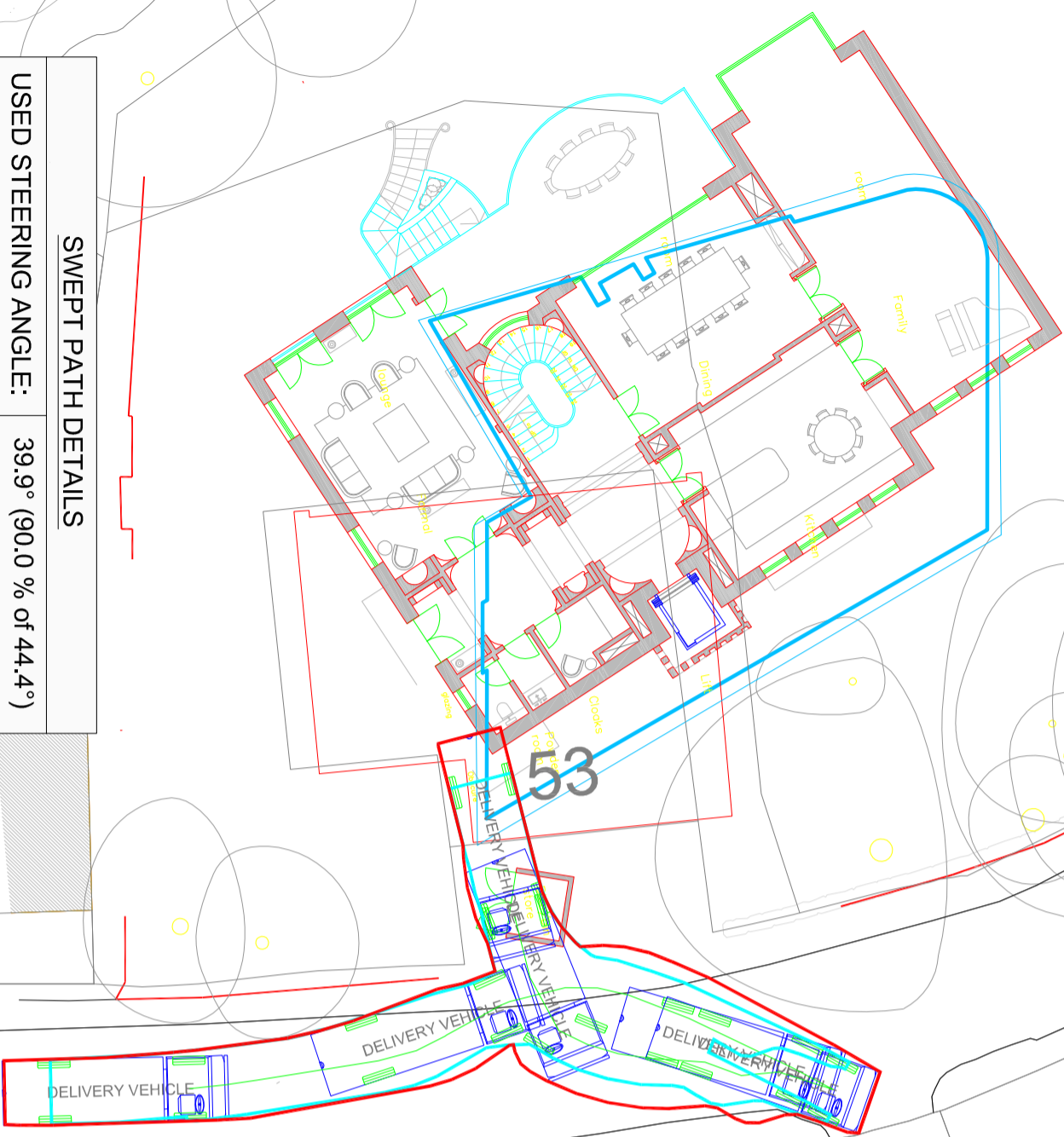


Project LB OF CAMDEN FITZROY PARK

VEHICLE SWEPT PATH ANALYSIS
6 WHEEL MUCK AWAY LORRY ACCESS INTO SITE (REVERSING)

DWG REF: VSP-KB-CAM-FITZROY PARK-002
REV: 00

KEY	
WHEEL TRACK SURFACE:	
SWEPT PATH: (OVERHANG OF VEHICLE)	

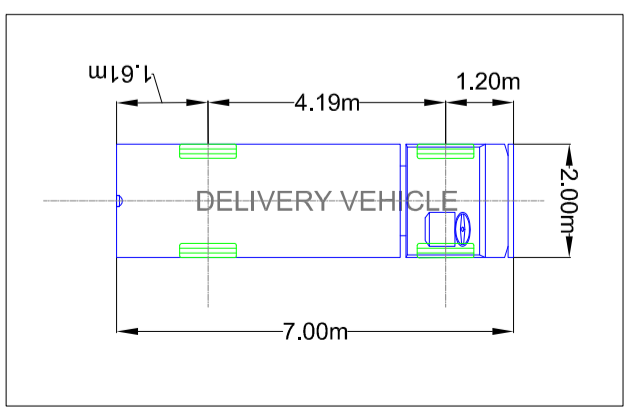


SWEPT PATH DETAILS	
USED STEERING ANGLE:	39.9° (90.0 % of 44.4°)
DISTANCE TRAVELLED:	34.2 m
TRAVEL TIME:	0:37 min
AVERAGE VELOCITY:	2.0 mph
USED TTP:	Steering, Reversing



Sunbur

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TECHNICAL INFORMATION:	
DELIVERY VEHICLE	
LENGTH (m):	7.00
WIDTH (m):	2.00
WHEEL BASE (m):	4.19
MAX STEERING ANGLE (°):	44.40
LOOK TO LOCK TIME (sec):	4.00
DESIGN STEERING ANGLE (°):	39.96



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scale at date drawn chk1 chk2
1:200 @ A3 09.01.15 RGS RGS



Client
Project LB OF CAMDEN FITZROY PARK

VEHICLE SWEEP PATH ANALYSIS
DELIVERY LORRY ACCESS INTO SITE (REVERSING)

DWG REF: VSP-KB-CAM-FITZROY PARK-003
REV: 00