

Traffic Management London Ltd

Weatherill House, New South Quarter, 23 Whitestone Way, Croydon, CR0 4WF

Tel: 0208 667 9687 Fax: 0871 918 8748

Web: www.trafficmanagement.london

MRPP

Martin Robeson Planning Practice

251 Goldhurst Terrace

Construction Traffic Management Plan



DIRECTORS: A. ELLIOTT, R. SHERGOLD SECRETARY: K. LAY

REGISTERED OFFICE: 50 MEDWAY DRIVE, FOREST ROW, EAST SUSSEX, RH18 5NT

REGISTERED IN THE UK NO: 5578543



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251 Goldhurst Terrace – Construction Traffic Management Plan.

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Introduction.

This Construction Traffic Management Plan (CTMP) has been produced in support of a planning application at 251 Goldhurst Terrace, NW6 3EP. The planning application is for the excavation of a basement, extension to the roof at the rear, and improvements to the rear elevation arrangement and treatment.

Camden Council requires, as part of its validation requirements, the submission of details relating to control over construction traffic, and traffic management relating to congestion and safety on the highway.

The objective of this document is, therefore, to identify the key construction-related activities arising from the development, and to provide the strategy for managing logistical operations associated with them, so that they minimise their impacts upon the local road network, in terms of congestion and highway safety. When there are to be impacts arising from the development, then we will provide the necessary mitigation measures.

This CTMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety](#) (CLOCS) scheme) and [Camden's Minimum Requirements for Building Construction](#) (CMRBC).

The approved contents of this CTMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CTMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CTMP does not prejudice or override the need to obtain any separate consents or approvals such as traffic orders, parking suspensions or hoarding licences.



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Location.

The development is located on a wide avenue approximately 7.4m in width. The semi detached property is located on a large plot with large front and rear gardens. The site has a forecourt parking area with a hardstanding area that is between 7.3 – 8.5m in length. The pavement vehicle access drop kerb facility is a double width construction (10m), enabling two vehicles to park within the frontage of the property. This arrangement is particularly well suited to a construction project of this scale enabling construction operations to be undertaken within the site and minimising the impact on the street and the surrounding area.

The site is located on a residential street, the nearest school 'Broadhurst School' is located in Greencroft Gardens. Minimising the impact on the local residents and facility users is of paramount importance. The CTMP comprises a series of management measures to limit or mitigate the impact of construction works upon the amenity of local residents and road users.

The site is located in an area with very good transport links to 3 national rail stations, 3 London Underground stations and Bus stops. This location provides the site with a good rating for Pedestrian Transport Accessibility Level (PTAL) which will enable the contractor's workforce to avoid using cars to travel to work.

Alongside standard construction management methods, the CTMP addresses a series of potential construction impacts relevant to this particular development project and this particular site and context:

- Managing all types of construction vehicle movements to and from the site
- Vehicle entry and exit routes to the site.
- Avoiding queuing of construction vehicles in the vicinity.
- Ensuring the free flow of vehicles along Goldhurst Terrace.
- Limiting impacts on residents' on-street parking spaces and minimising the number of parking suspensions required.
- Limiting impacts on the operation of local schools.
- How construction vehicles will travel to and from the site.

Conclusion

As described above, construction works at 251 Goldhurst Terrace will be carried out such that the impact on the local residents and the wider transport network will be minimised.



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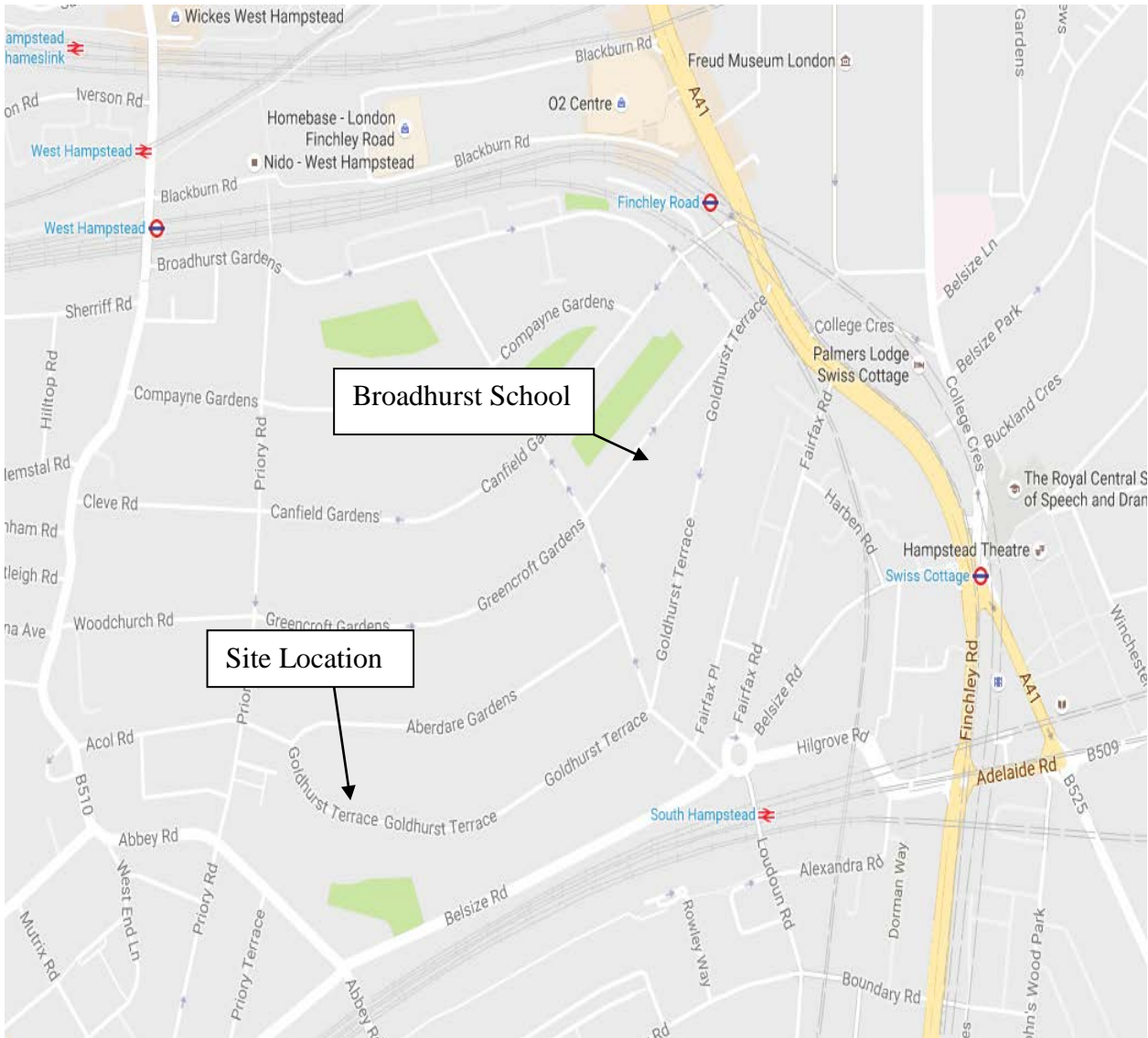
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Fig 1. Site location



3 Aims & Purposes.

Aims and purposes

The primary aim of this draft CTMP is to minimise the impact of construction on the surrounding community, specifically the residents of Goldhurst Terrace, both for construction on site and the transport arrangements for servicing. Camden



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requires that the CTMP establishes control over construction traffic and includes measures to safeguard highway safety and minimise congestion.

It is envisaged that this draft CTMP will be conditioned as part of any forthcoming planning consent. The CTMP will remain a live document for the construction phase and will be reviewed and updated by the construction team when required throughout the duration of the construction works.

This document will form the basis of agreeing the construction logistics arrangements with Camden Council, as appropriate. The logistics will be dependent on the suppliers, working methodology and programme being co-ordinated by the principal contractor.

This CTMP is for planning purposes only. Some of the detail provided is provisional and will be subject to revision when the contractor has been appointed for the works. The document will be revised and updated to include relevant information as and when details are known and to address any issues that may have been identified through consultation with the Council and local residents as the project progresses.

The measures for the safe delivery or collection to and from site include:

- A) Reducing road vehicle trips, especially in peak periods, leading to less Congestion, including with regard to cumulative effect.
- B) Suppliers will be preferred according to their FORS safety status.
- C) Maintaining traffic flows at all times.
- D) Maintaining safe pedestrian movements at all times.
- E) The main contractor will be a member of the Considerate Constructors Scheme, and work within the relevant Code of Construction Practice.
- F) Continued liaison with residents & businesses throughout life of development.
- G) To follow current standards for CLOCS.

The owner of this document will be the Construction Site Manager who is responsible for its day to day implementation. The Project Manager will also be responsible for overseeing the whole development.

Reviews will be conducted by the site manager on a regular basis to ensure the plan is followed correctly.



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The Construction site manager is responsible for the communication of this plan once adopted by the programme, to all staff impacted, in accordance with the relevant Document Control procedure.

The Construction site manager will be responsible for ongoing liaison with the local residents association.

4 Consultations.

4.1 Local people understand the local context, and can provide constructive and valuable advice on how best to carry out this development. Consultation is a valuable and proven method for ensuring that developments are undertaken in the best way possible.

Therefore, once a contractor has been commissioned, they will then commence the stakeholder consultation process, using this CTMP as part of the communication package. This CTMP is a live document, and, should there be any changes to the proposed methods resulting from the consultation process, then any changes must be agreed with the local planning and highways authority.

This CTMP has been designed to minimise all impacts on the local community and road network. Therefore we do not envisage any significant changes to the plan being required.

During construction, the contractor will be required to provide regular updates to the local residents, especially those that are situated nearest to the site, and, who could be affected by any parking suspensions etc.

The contractor will provide a single point of contact to the local community for a consistent communications process. Should there be any issues or concerns raised, the contractor will provide a response within 5 days.



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5 Vehicle Routing and Times.

5.1 All construction vehicles required at the site will use the following routes:

Arrival :- A41 Finchley Road (southbound) – ‘Right Turn’ – B509 Adelaide Road – ‘Ahead’ – B509 Hilgrove Road – ‘Ahead’ – B509 Belsize Road – ‘Right Turn’ – B507 Abbey Road – ‘Right Turn’ – Priory Road – ‘Right Turn’ – Goldhurst Terrace – ‘Ahead’ – 251 Goldhurst Terrace.

Departing:- 251 Goldhurst Terrace – ‘Right Turn’ – Fairhazel Crescent – ‘Left Turn’ – B509 Belsize Road – ‘Left Turn’ – Fairfax Road – ‘Left Turn’ – A41 Finchley Road.

These routes have been specifically chosen to accommodate the size and type of vehicles required to site, avoiding any cycle routes, avoiding any narrow streets, and using main ‘A’ & ‘B’ category road as much as possible.

We have considered using Goldhurst Terrace at the junction with A41 Finchley Road as an access route, however, a short way within this road is a pedestrian crossing pinch point, which we consider to be inappropriate for HGV’s to attempt to pass through. Therefore, we have chosen to keep our vehicles on wider roads.

Goldhurst Terrace Pinch Point.



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The technical drawing for the vehicle routing is:-

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-001

Please note that all drawings are provided in a separate PDF document. This is due to the formatted size of the drawings (A3). They are also included within the appendix, but in a reduced non scaled size.

5.2 All construction vehicles will be on restricted hours due to the close proximity of the nearby school : Broadland School located on Greencroft Gardens.

The restricted hours for all construction vehicles will be:

Monday to Friday 0930 – 1500

There will be no weekend HGV deliveries.

The Construction Site Manager will be responsible for advance booking and coordinating all deliveries and collections, as well as specifying the type of vehicles accessing the road, and arranging the necessary licenses.

The CTMP will be issued to all sub-contractors. Contractors will be issued with a project route map to distribute to their delivery drivers and suppliers. Suppliers shall call the site a minimum of 20 minutes before their vehicle arrives at site, to confirm that the loading area is available. If the loading area is unavailable, construction vehicles shall not proceed to the site. As this development is very small, the number of daily construction vehicle movements is de minimus.

6 Site Access.

6.1 All vehicles will access the site from Goldhurst Terrace travelling Eastbound only. All HGV construction vehicles will park directly in front of the 10m wide vehicle access. Qualified LANTRA (or similar) banksman will be in attendance for all vehicle movements to aid the driver in manoeuvring safely and aid any residents/ road users in passing safely if required. Priority will always be given to members of the public where possible. Further details on the management of pedestrians and cyclists are outlined in a separate section of the report.

It is an important strategy to ensure that operations relating to construction vehicles are undertaken on site as much as practicable to ensure public safety. We have



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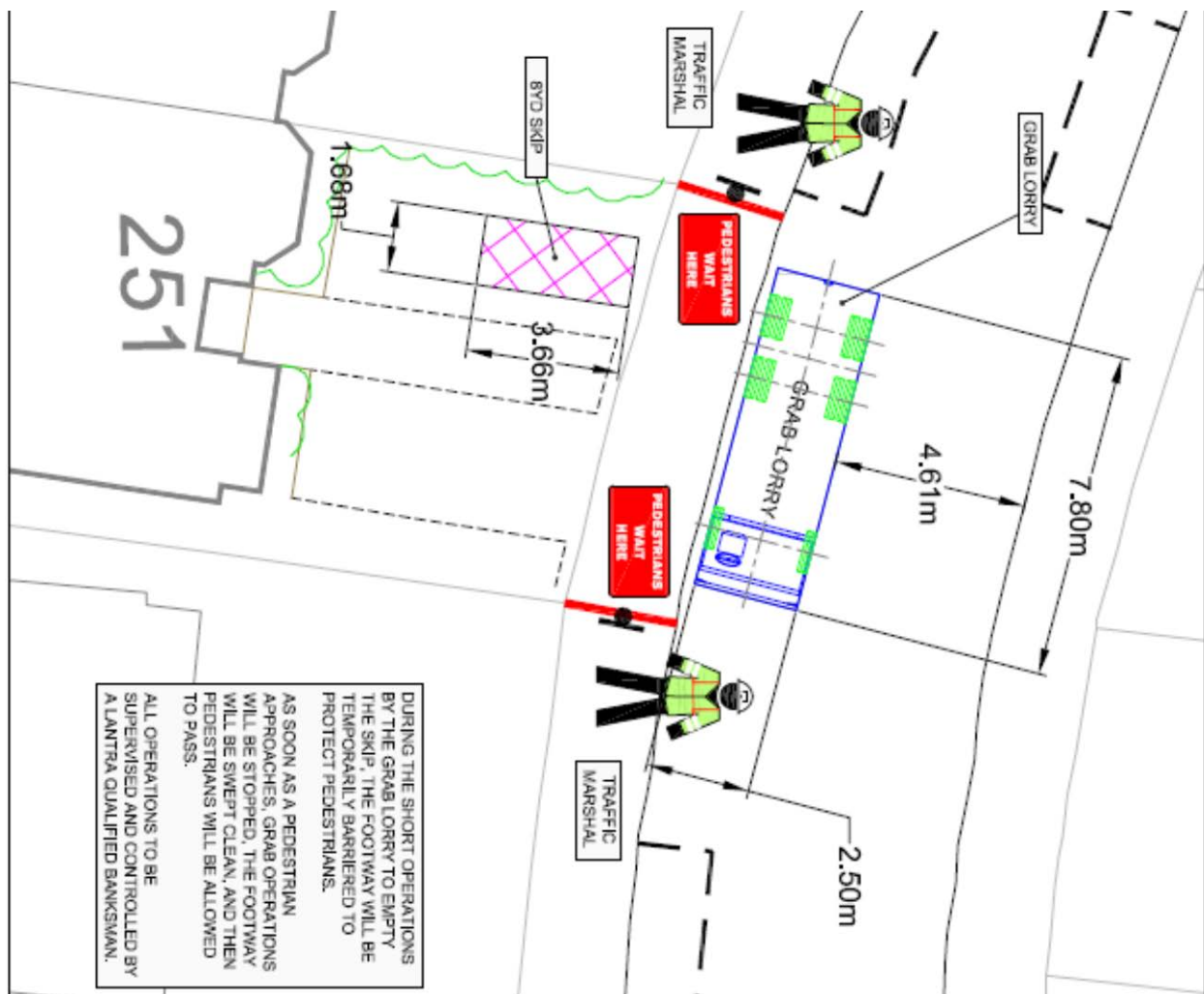
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Identified that for the operations to empty the skip, and the delivery of large materials that short, temporary control measures will be required for pedestrians.

6.2 The following graphic is a snapshot for the safe operations to empty the skip via a Grab vehicle. As you will see from the plan, Traffic Marshalls will be responsible for managing and giving priority to pedestrians.



To ensure that this development achieves the desired outcome to maintain traffic flows at all times on Goldhurst Terrace, we will use the existing vehicle access and the road space in front of to manage our activities. We do not require the suspension of any other parking bays to undertaken these works.



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6.3 Trees – There are no highway trees affecting these works. There is vegetation located in the front garden that has already received planning consent to be worked on.

Application Ref: 2016/5048/T

Proposed Work: FRONT GARDEN: 1 x Amelanchier spp - Prune all round by 0.5-0.75m, crown lift to 3m above ground 1 x Crab Apple - Fell by sectional takedown.

These works will be undertaken and completed prior to the main basement works to ensure that we have the full use of the frontage of the property.

7 Key Site Construction Vehicle Activities.

7.1 There are a number of key activities associated with the development of the site that will have specific logistical operations that require further detail to identify how these operations will be managed. These items are:-

7.2 Concrete Pour – There will be a requirement for concrete pours for the basement slab and underpinning.

The concrete vehicle will be required to visit site approximately 4 – 6 times.

The vehicle will undertake its operations from the carriageway across the front of the existing vehicle access.

The Concrete vehicle will be booked to site in advance, to ensure that no other deliveries are planned that day.

Upon arrival at site, a protective waterproof sheet will be laid across the footway and weighed down to ensure that it remains flat and secure. Concrete will be unloaded direct into wheelbarrows, and taken into site. We will have a minimum 4 wheelbarrows to ensure a quick and efficient unloading operation.

As the wheelbarrows will be crossing the footway, all operations will be supervised by a Lantra qualified banksman. It will be the responsibility of the banksman to ensure that pedestrian movements are safely maintained. The banksman will be



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responsible for temporarily stopping unloading operations to allow pedestrians to pass. During the concrete deliveries, pedestrians will have priority.

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-003

7.3 Muck Away – The proposed method for the removal of all excavated material is by Grab vehicle.

The 6 wheeled Grab vehicle will be required to visit site approximately 2 - 4 times per week during the works.

At the start of the works, an 8yd skip will be delivered direct into the site and placed on the left side of the property. The skip will remain in place until the end of the works.

Once the skip has been filled, the Grab vehicle will be called to site to unload.

This particular vehicle will be on the restricted hours of 1000 – 1400.

To undertake the unloading operations, the following method will be used.

- a) The vehicle will arrive at site, and park across the existing vehicle access.
- b) 2 Lantra qualified banksman will place a barrier across the footway at either end of the footway, to ensure a safe working zone.
- c) The grab lorry will use its arm to remove the contents of skip into the wagon. (This operation should take no more than 10 minutes to complete.)
- d) The footway will be swept clean.
- e) The banksman will remove the temporary barriers.

If during the short 10 minute operations to empty the skip a pedestrian requires passage past the site, the Lantra qualified banksman will be responsible for stopping the unloading operations, cleaning the footway, and then allowing the pedestrian to continue their journey. It will be the two banksman responsibility to identify any oncoming pedestrians as early as possible, so that they can stop the works, clean the footway and minimise any possible delays to their journey. Barriers will be placed on the footway at either end of the property to ensure that no pedestrians can enter the working area, until the Banksman allows their safe passage through.



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Goldhurst Terrace is a quiet street, and, as we have further restricted the operating hours of the Muck Away activity, it is very unlikely, that this minor operation will have any impact upon pedestrians.

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-002

7.5 Deliveries of materials – There are two types of delivery vehicles required for the development, LGV & HGV.

HGV:- The rigid Hiab vehicle will be required to site approximately 1 per month.

This particular vehicle will be on the restricted hours of 1000 – 1400.

To undertake the unloading operations, the following method will be used.

- a) The vehicle will arrive at site, and park across the existing vehicle access.
- b) 2 Lantra qualified banksman will place a barrier across the footway at either end of the footway, to ensure a safe working zone.
- c) The Hiab lorry will use its crane arm to unload all materials directly into the frontage of the property. This operation should take no more than 10 minutes to complete.
- d) The footway will be swept clean.
- e) The banksman will remove the temporary barriers.

If during the short 10 minute operations to unload the materials a pedestrian requires passage past the site, the Lantra qualified banksman will be responsible for stopping the unloading operations, cleaning the footway, and then allowing the pedestrian to continue their journey. It will be the two banksman responsibility to identify any oncoming pedestrians as early as possible, so that they can stop the works, clean the footway and minimise any possible delays to their journey. Barriers will be placed on the footway at either end of the property to ensure that no pedestrians can enter the working area, until the Banksman allows their safe passage through.

Goldhurst Terrace is a quiet street, and, as we have further restricted the operating hours of the HGV materials delivery, it is very unlikely, that this minor operation will have any impact upon pedestrians. Additionally, the **Hiab vehicle will only be required to site once per month.**

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-004



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The LGV vehicles will be required to visit site approximately 2-4 times per week throughout the build.

The vehicle will undertake its operations from within the site. The vehicle will be reversed into site under the guidance of a Lantra qualified banksman. We do not require any parking suspension to complete this activity as the existing vehicle access will be used.

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-005

7.6 Vehicle Swept Path.

We have already identified in Section 5 the routing of our construction vehicles, and the avoidance of the pinch point on Goldhurst Terrace at its junction with A41 Finchley Road.

We have undertaken a full review of the proposed route, we deem all roads and turns to be suitable for our vehicles.

The only movement which we considered warranted further investigation was the left turn for the 6 wheel Grab vehicle from Fairhazel Gardens back onto Belsize Road. At this junction, the left turn radius is 6m and there is a central refuge located on Belsize Road thereby preventing any overrun. Therefore to prove that this junction is suitable we have provided a swept path analysis drawing.

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-006



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8 Vehicle movement planning and monitoring.

8.1 a. The control system for the arrival and departure of all vehicles to prevent congestion around the worksite and its access routes will be a paper booking form produced by excel. All contractors/deliveries and collections will be entered on to this manually input to an excel spreadsheet by the site manager. The number of vehicles will however be low, it is estimated that we only require an average of 1 delivery per day, which is a very low impact and manageable with the space available. No vehicle will be allowed access without this prior booking being in place. This list will be updated every day.

b. The above will give the traffic marshal/banksman a means of ensuring only vehicles notified in advance will be allowed to enter the site.

c. The banksman will be responsible for ensuring that any vehicle allowed onto site is checked for its FORS status. Any vehicle not complying with the required minimum Bronze level standard will not be allowed to unload, and will then be instructed to leave site.

d. All HGV vehicles will be restricted to fixed days movements.

9 Pedestrians.

9.1 This section details the provision for pedestrian management and safety.

a. All existing footways will be maintained. (Only short, temporary holds)

b. Competent Lantra qualified Banksman and Traffic Marshalls will supervise all construction traffic entering and exiting the site to ensure safe movement of vehicles. Priority will be given to pedestrian to pass the site entrance, before a vehicle is reversed into site, or allowed to exit.

c. No pedestrian diversions are required. There may be a requirement for a short hold of pedestrians to allow activities to stop, before allowing their safe continued passage.

d. The public highway in the vicinity of the site entrance will be kept clean and free of detritus materials.



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e. Pedestrian will be given priority over the operations for Muck Away and unloading of large deliveries. All operations will be stopped, to allow pedestrians to pass safely under the guidance of Lantra qualified banksman.

f. All construction vehicles will have a minimum Bronze level FOR's status.

10 Cycling.

10.1 This section details the provision for cycling safety.

a. Competent Lantra qualified Banksman and Traffic Marshalls will supervise all construction traffic entering and exiting the site to ensure safe movement of vehicles.

b. All HGV's will make right turns on the route into site.

c. Suppliers will be chosen with preference to those who have acquired registration with the Freight Operators Recognition Scheme 'FORS'. A minimum standard of Bronze will be required.

d. Suppliers will be chosen with preference to their safety records.

e. The contractor will provide the method for adhering to the CLOCS scheme. The CLOCS standard point 3.4.7 (Supply Chain Compliance) will be fully adhered to at all times.

The contractor will sign up to the clocs online community via the website:

www.clocs.org.uk/clocs-community/.

f. The contractor will undertake the driver licence checks.

Pedestrian and cyclist safety will be a priority of the contractor. The contractor will provide a method for adhering to the CLOCS scheme. All delivery and collection vehicles must follow TFL's Safer Lorry Scheme recommendations and drivers should undertake cycle safety awareness courses. In addition, delivery vehicles and sub-contractors who have registered with the FORS bronze level (minimum) scheme will be employed.



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11 Parking Suspensions and Highway Licenses.

11.1 This section details the requirements for Traffic Order Regulations.

We do not require any traffic orders or parking bay suspensions for this site. The impact on local residential parking is ZERO.

12 Committed Developments.

12.1 There is another basement development which has consented approval at 207 Goldhurst Terrace.

The programme will need to be confirmed by the Contractor. The CTMP will be reviewed weekly and the Project Manager will be responsible for liaising and co-ordinating traffic routing with any other developments in the area as necessary. The Contractors/Project Managers from nearby construction sites will have weekly scheduling meetings, where they will coordinate any vehicle movement to/from the sites to avoid any unnecessary disruption. During the meetings, Contractors will be expected to discuss the feasibility of sharing deliveries from the same supplier to further reduce the impact on the local highway network and local residents.

12.2 Collaboration, as these sites are within the same street, and, could potentially be in progress at the same time, there may be several opportunities to collaborate which may reduce the impact from construction vehicles, and traffic management. The opportunities are:-

a. Deliveries – We may be able to collaborate with shared deliveries & partial loads to reduce the amount of vehicles required to site.

b. Empty vehicles – There may be an opportunity for an empty vehicle once unloaded from visiting one site, to then take away items from the other, thereby reducing the amount of vehicles required to the sites.

Our site manager will maintain good communications with the development to ensure best practise and ongoing opportunities.



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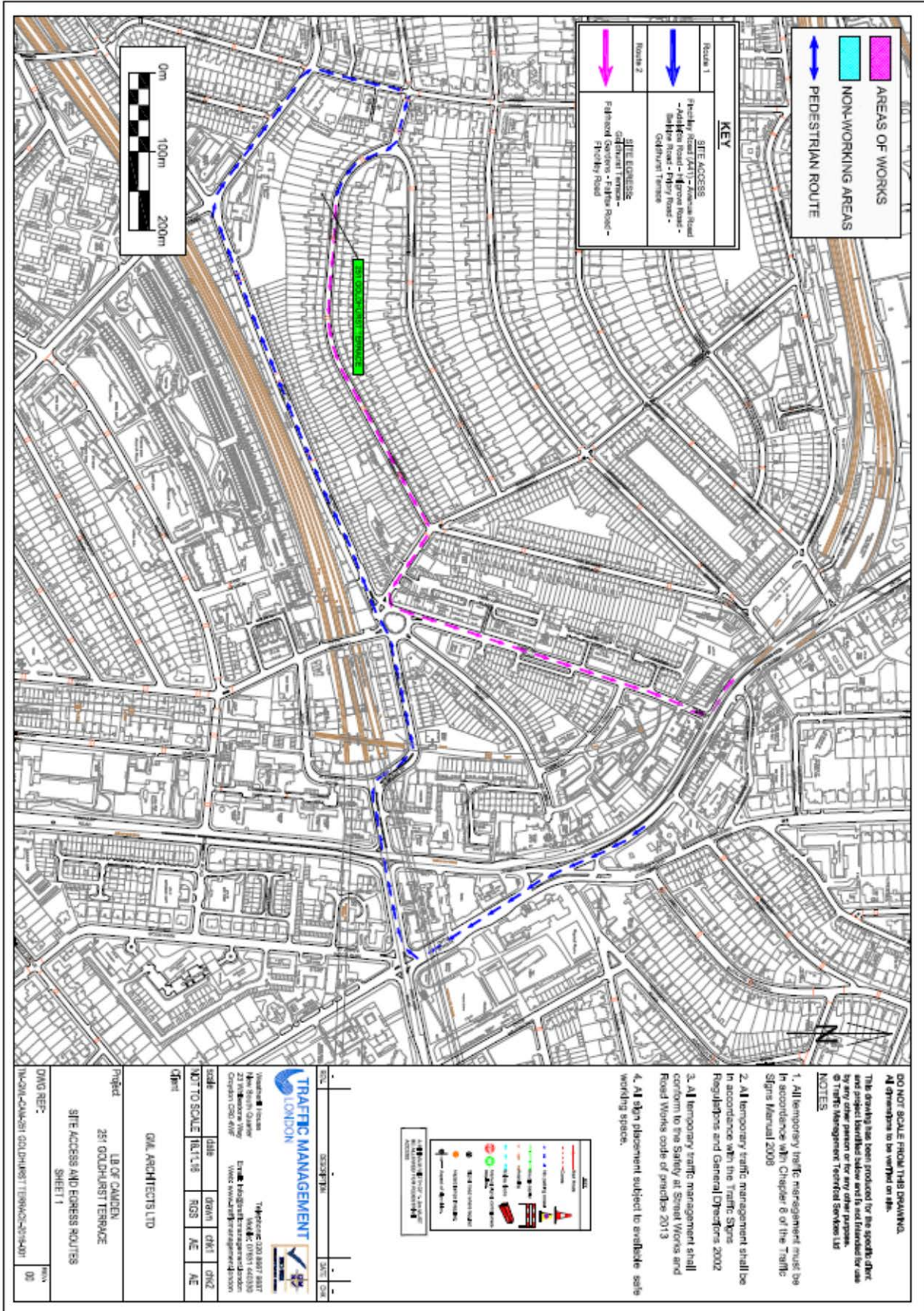
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Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-001



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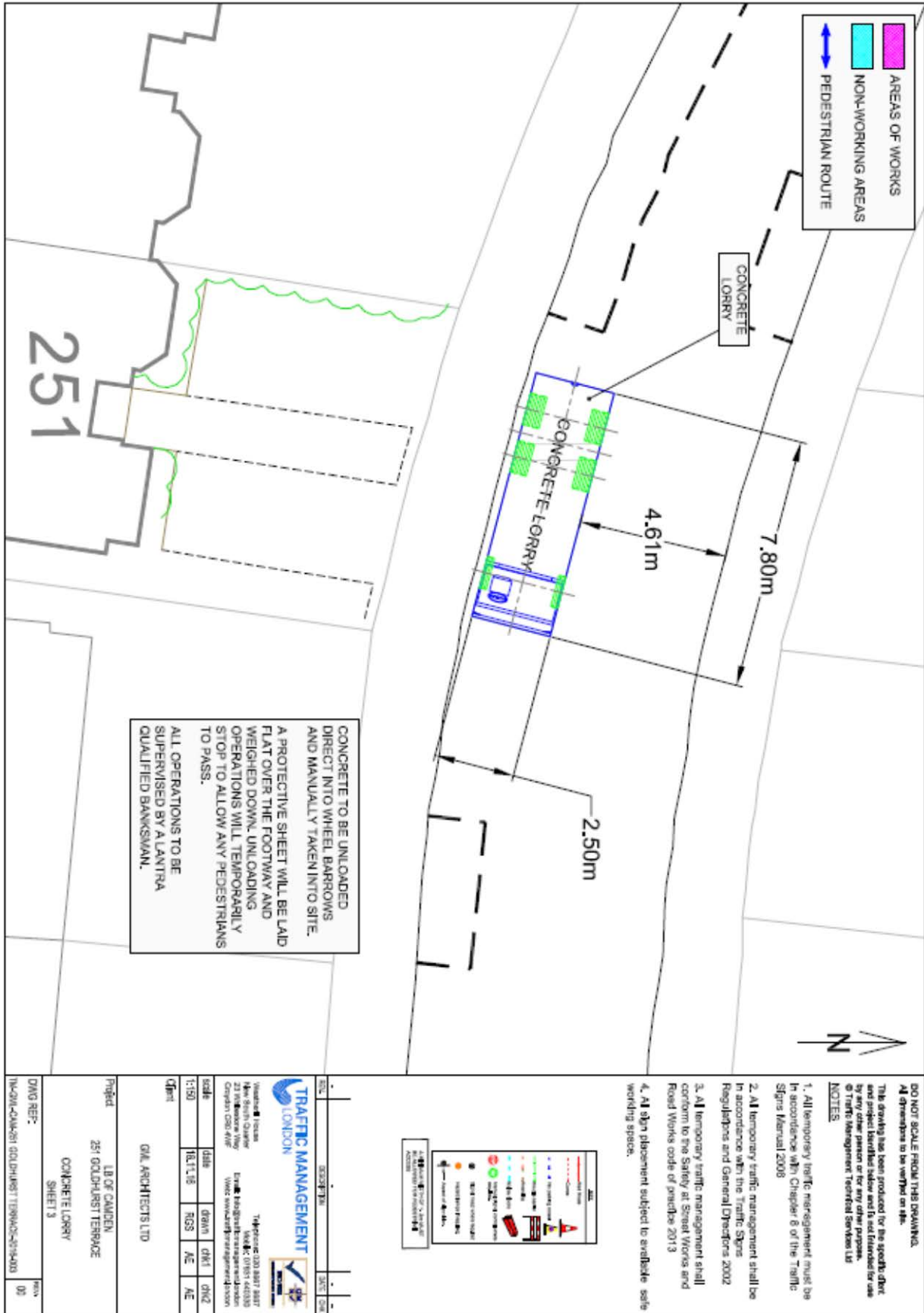
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Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-003



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Tel: 0208 667 9687 Fax: 0871 918 8748

Web: www.trafficmanagement.london

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-005



DIRECTORS: A. ELLIOTT, R. SHERGOLD SECRETARY: K. LAY
REGISTERED OFFICE: 50 MEDWAY DRIVE, FOREST ROW, EAST SUSSEX, RH18 5NT
REGISTERED IN THE UK NO: 5578543



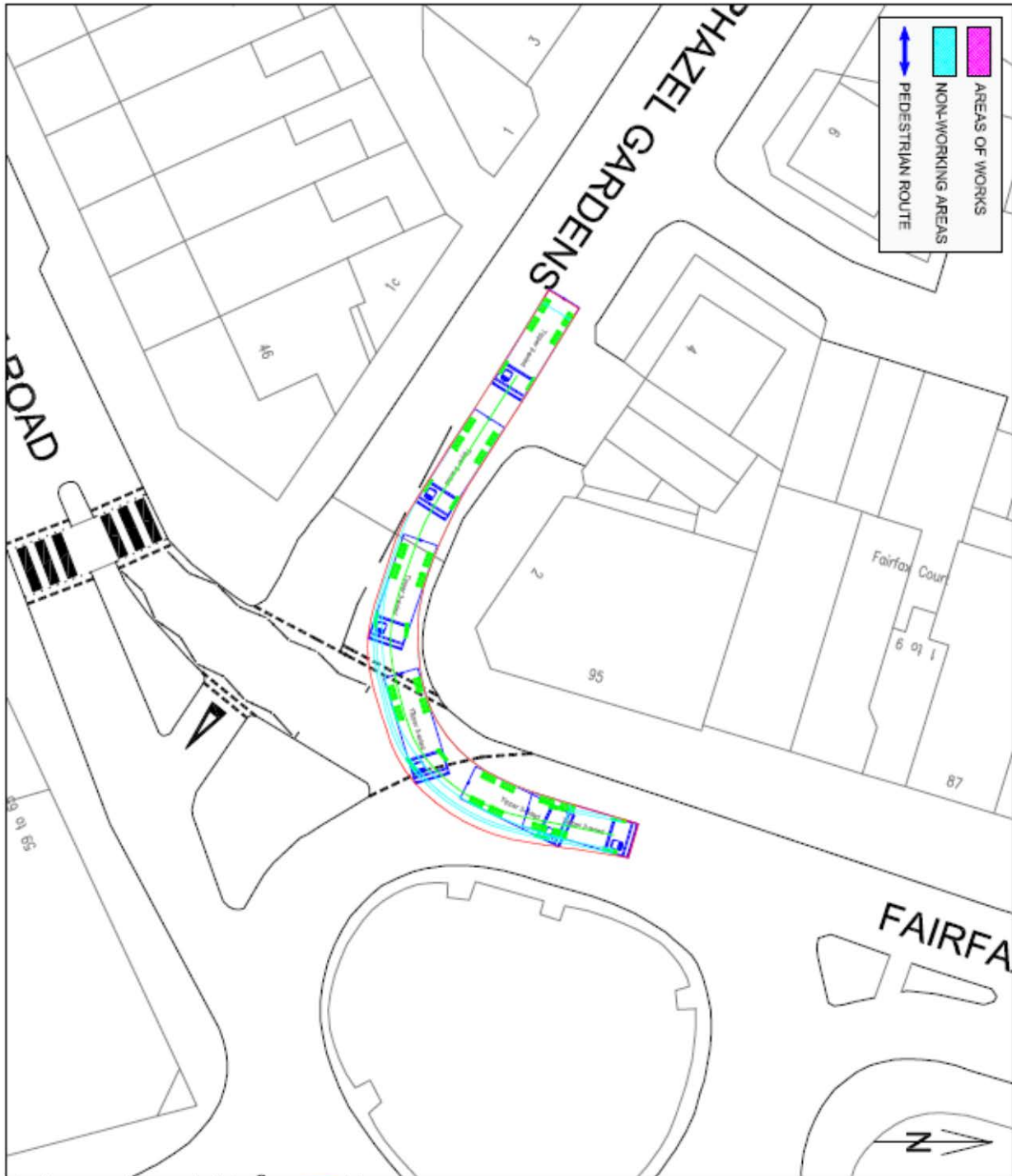
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Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-006



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 - GOLDHURST | DATE |
|-----------------------------------|-------|
| REVISIONS | 1.00 |
| DATE | 2.00 |
| DESCRIPTION | 3.00 |
| APPROVED BY | 4.00 |
| DATE | 5.00 |
| PROJECT NO. | 6.00 |
| CLIENT | 7.00 |
| PROJECT NAME | 8.00 |
| PROJECT ADDRESS | 9.00 |
| PROJECT CONTACT | 10.00 |
| PROJECT PHONE | 11.00 |
| PROJECT FAX | 12.00 |
| PROJECT EMAIL | 13.00 |
| PROJECT WEBSITE | 14.00 |
| PROJECT SOCIAL MEDIA | 15.00 |

TRAFFIC MANAGEMENT LONDON

Vehicle Access
New South Quarter
23 Whitestone Way
Croydon CR0 4WF
Tel: 0208 667 9687
Fax: 0871 918 8748
Web: www.trafficmanagement.london

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23 Whitestone Way
Croydon CR0 4WF
Tel: 0208 667 9687
Fax: 0871 918 8748
Web: www.trafficmanagement.london

Scale: 1:500
Date: 14.11.16
Client: GML ARCHITECTS LTD

Project: LB OF GARDEN
251 GOLDHURST TERRACE
VEHICLE SWEEP PATH AND VIS
GRAB LORRY EXITING FAIRFAZEL GARDENS
SHEET 8

DWG REF: TM-GML-CAM-251-GOLDHURST-TERRACE-SH-006



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