

# Construction Traffic Management Plan



Project Name		Gloucester Gate Playground		
Project Reference		GMOPLC88		
Project Scope		Demolition and site clearance works, excavation, installation of bespoke concrete features, bridge, gabion revetments, surfacing, installation of play equipment (including bespoke) and site furniture, fencing and soft landscaping.		
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Rev No	Review / Modification History	By	Approved	Date
1	Construction	A Bayford	S Foley	05.06.2019
2	Planning Comments	A Bayford	S Foley	18.06.2019

## 1.0 SITE ADDRESS, DESCRIPTION AND SCOPE OF WORKS

### Site Address

Gloucester Gate Playground, Regent's Park, Outer Circle, London, NW1 4NR

Planning reference number to which the Traffic Management Plan applies: 2018/3336/P

### Site Location and Description

Gloucester Gate playground is located in the north-east corner of Regent's Park, adjacent to the park boundary and Outer Circle to the east - at the junction of Gloucester Gate (road). It is flanked to the north and south by tarmac footpaths that extend from Gloucester Gate to the Broad Walk, and sits at the apex of the large triangle of lawn formed by these paths. The land slopes down across the site here from south-west to north-east, with the existing playground, and park pedestrian entrance, at the low point.

The proposal is for the design and replacement of the existing children's playground at Gloucester Gate in Regent's Park.

### Scope of Works

Construction works are mostly constrained to the existing playground footprint (0.6 acres), with the exception of installation of a 50m zip wire line and some informal wooden play elements and a new path link to the playground entrance.

Demolition works include the removal of existing playground equipment, surfacing and structures (existing toilet block and timber shelter to be unaffected by the demolition works).

New construction works include earthwork creation for artificial site mounding (up to 2m in height to create a new level change, gabion retaining cages, and bridging point) and topography to new play elements, installation of new play equipment (both timber frame products, and bespoke timber and willow weave elements), laying of play safety surfaces, resin bound gravel paths, sand pit, concrete water play area with 2 No. water pumps and new street furniture (e.g. seating). Also, works include extensive new soft landscaping package with shrubs, tree planting, amenity turf and meadows.

## 2.0 PROGRAMME OF WORKS AND WORKING HOURS

### Programme

Attached as Appendix B is the programme of works with key dates as follows:

- 03.06.2019 : Mobilisation
- 13.06.2019-31.10.2019 : Site construction works

### Working Hours

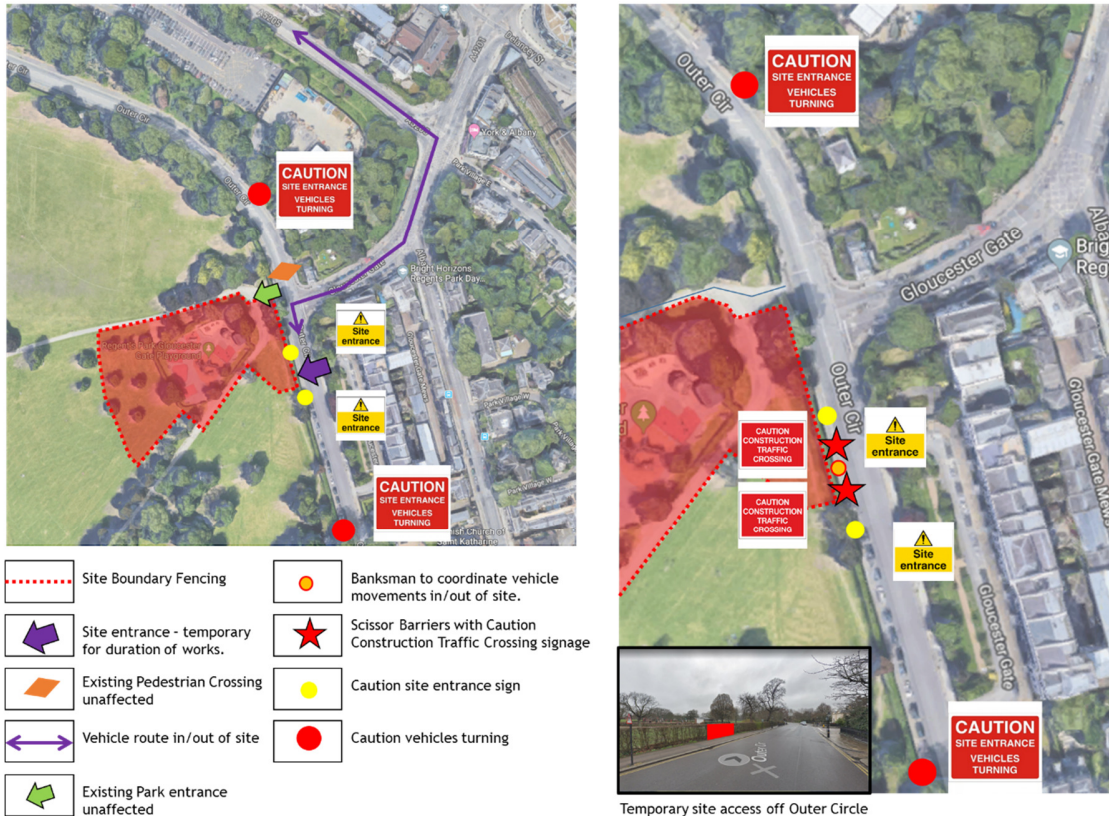
Standard working times 8am - 5pm, Monday to Friday.  
Saturdays 8am - 1pm, by prior arrangement only

### 3.0 ROUTING OF CONSTRUCTION VEHICLES

#### Access Route to/from site

Vehicles accessing the site will route in/out via Gloucester Gate (road) from the A5205 to the north and access the site through a temporary gated access off the Outer Circle (road). This is shown on Appendix C Traffic Management Plan Layout, attached and as below.

GMOPLC88 Gloucester Gate Playground  
Appendix C - Traffic Management Plan Layout



#### Communication with those accessing the site

For those accessing the site, instructions will be provided at point of ordering goods a services with the supply chain and for site workers this information will be detailed within the site induction. All deliveries to site will be instructed to access via Gloucester Gate and to phone ahead 20 minutes in advance so as the site entrance can be prepared to enable safe access.

#### Vehicle Call up Procedure

Deliveries to site will be restricted to the period 09:30-15:00 to avoid conflicts with commuters and cyclists using the Outer Circle. Delivery/access instructions will be issued at point of order placement with the supply chain.

Instruction will be issued to ensure vehicles are not waiting or stacking on local roads and materials will be called to site on a just in time principle. All deliveries will be coordinated to ensure they are timed and that only one vehicle is being handled on site at any given time.

## 4.0 SITE ACCESS

### Temporary Access

A temporary access to the site will be created off the Outer Circle, 40m south of the junction with Gloucester Gate (road). This entrance will comprise a 6m wide opening within the existing hedge line. The access will comprise an anticlimb vehicle gate and pedestrian gate to secure the site.

The site entrance will be communicated via signage deployed at suitable distances alerting local traffic/users of the presence of the site entrance and use by construction traffic.

### Location and justification

The location of the proposed site access is at the southernmost extent of the site 40m south of the junction and pedestrian crossing at Gloucester Gate. The location avoids conflicts with the existing pedestrian site access into the Park at Gloucester Gate and furthermore eliminates any interface between park users, pedestrians and construction traffic at this point.

The proposed location has clear site lines and is legible within the pedestrian and vehicular environment.

### Vehicle Movements

Vehicles will enter and exit under the direction/control of a banksman positioned on the site entrance. Once vehicles have accessed site they will be able to turn around within the compound to ensure they exit in a forwards direction.

During vehicle movements the pathway will be closed. Temporary scissor barriers will be deployed to close the path for the period of the vehicle movement crossing the path. The period of closer is expected to be no more that 1-2 minutes from the deployment and removal of the barriers. The process will be repeated for vehicles exiting the site.

There are expected to be in the order of 716 vehicle movements over the course of the project. This equates to an average of 7 vehicle movements per day. Approximately 30% of traffic will be 3.5t vehicles; 65% 18-20t vehicles and 5% 40t vehicles.

Routes within site will be boarded with temporary trackway and suitable for access by these vehicles. Suitable bays for material in/out are allocated to ensure the timely offload of materials and minimise the dwell time on site to 30 minutes.

Deliveries to site will be restricted to the period 09:30-15:00 to avoid conflicts with commuters and cyclists using the Outer Circle. This period of time allows for 6 deliveries/movements at a reasonable spacing.

### Road Cleaning

There will not be a wheel wash facility on site since the area to be accessed for deliveries will be boarded out in temporary trackway, minimising the transfer of dirt from site to surrounding roads. The Outer Circle within 500m of the site entrance will be routinely swept on a daily frequency however should a reactive visit be required the Site Manager will instruct this to suit conditions at the time.

## 5.0 ROLES AND RESPONSIBILITIES

The site manager will be responsible for the coordination of deliveries to site and the implementation of the plans and procedures associated with the project.

## **6.0 CONTRACTORS VEHICLES**

The use of the site for contractors parking will be restricted to the site compound area, however will be limited to essential vehicles only and most journeys for the work force will be via public transport.

## **7.0 EXISTING RESTRICTIONS**

The proposed site access is located on a section of carriageway with double yellow markings. Restricted use parking bays are located to the south of the proposed site access and will remain unaffected for the duration of the works.

## **8.0 IMPACT ON HIGHWAY USERS**

Access to the site will comprise a single crossing point into the site across the footpath aligning the Outer Circle (road). This will be located at a distance of 40m south of the existing pedestrian access into the Park ensuring that potential conflicts with pedestrians accessing the Park are reduced.

The site will be fenced and secured with anticlimb Heras fencing which is well signed.

Signage indicating the location and presence of the site entrance will be erected in key locations to alert highway users.

The management of the site access and protection of pedestrians/vulnerable users will be via a banksman and the deployment of temporary scissor barriers that will temporarily close the footpath for the duration (1-2 mins) of the vehicular movement.

It is expected that the interface with pedestrians at this point of access will be minimal compared to access points opposite Gloucester Gate and at Chester Road.

There will be no diversion of existing routes and no requirement to store materials, skips or park up vehicles on the adjacent highway.

## **9.0 REVIEW AND MANAGEMENT**

This plan will be reviewed at regular periods during the construction period by the project team and changes implemented by the Site Manager to reflect local conditions.

The interface with other planned events in the Park will be managed in the monthly project meetings to ensure that any cumulative effects of traffic is mitigated.

## **10.0 COMPLAINTS**

Complaints from stakeholders, local residents, businesses and Park Users will be managed by the Site Manager if reported directly or via The Royal Parks. Actions arising from any review of a complaint will be implanted by the Site Manager and any changes to the Traffic Management Plan will be documented.