

## **10.8 Construction Traffic Management Report (CTMP)**

# Construction Traffic Management Plan

11 Park Village West, Regents Park,  
London, NW1 4AE

By Open Road Associates



OPEN ROAD ASSOCIATES

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## Introduction

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This Construction Traffic Management Plan (CTMP) has been prepared by Open Road Associates to help the developer and their contractors minimise the impact of their works on the surrounding community and local road network, both for the activities on site and transport arrangements for servicing the site.

This CTMP is subject to third party approvals and therefore amendments are possible. Liaison with neighbours and interested parties will continue throughout the project, as information is updated and as the project develops. Attention will be paid to ensure that neighbours are kept apprised of progress and future works on the project. The information provided in this document is an overview of the key project activities at site known as 11 Park Village West, Regents Park, London, NW1 4AE.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. delivery of plant & materials, construction, etc.

# 1 Site Contacts

**Full postal address of the site and planning reference relating to the works.**

**Site Address:** 11 Park Village West, Regents Park, London

**Planning Application ref:** TBC

**Reason from CTMP:** To support a full planning application and to satisfy the requirements of The London Borough of Camden as highway authority in respect to works being carried out at number 11 Park Village West, Regents Park. This report relates specifically to how the activities on site will impact the local highway network.

**Contact details for the main contractor responsible for undertaking the works on site.**

**Name:** TBC

**Address:** TBC

**Tel:** TBC

**Email:** TBC

**Contact details of the site and project manager responsible for day-to-day management of the works.**

**Name:** TBC

**Address:** TBC

**Tel:** TBC

**Email:** TBC

Contact details of the person responsible for dealing with any complaints from local residents and businesses etc.

**Name:** TBC

**Address:** TBC

**Tel:** TBC

**Email:** TBC

Contact details of the person responsible for community liaison if different to above.

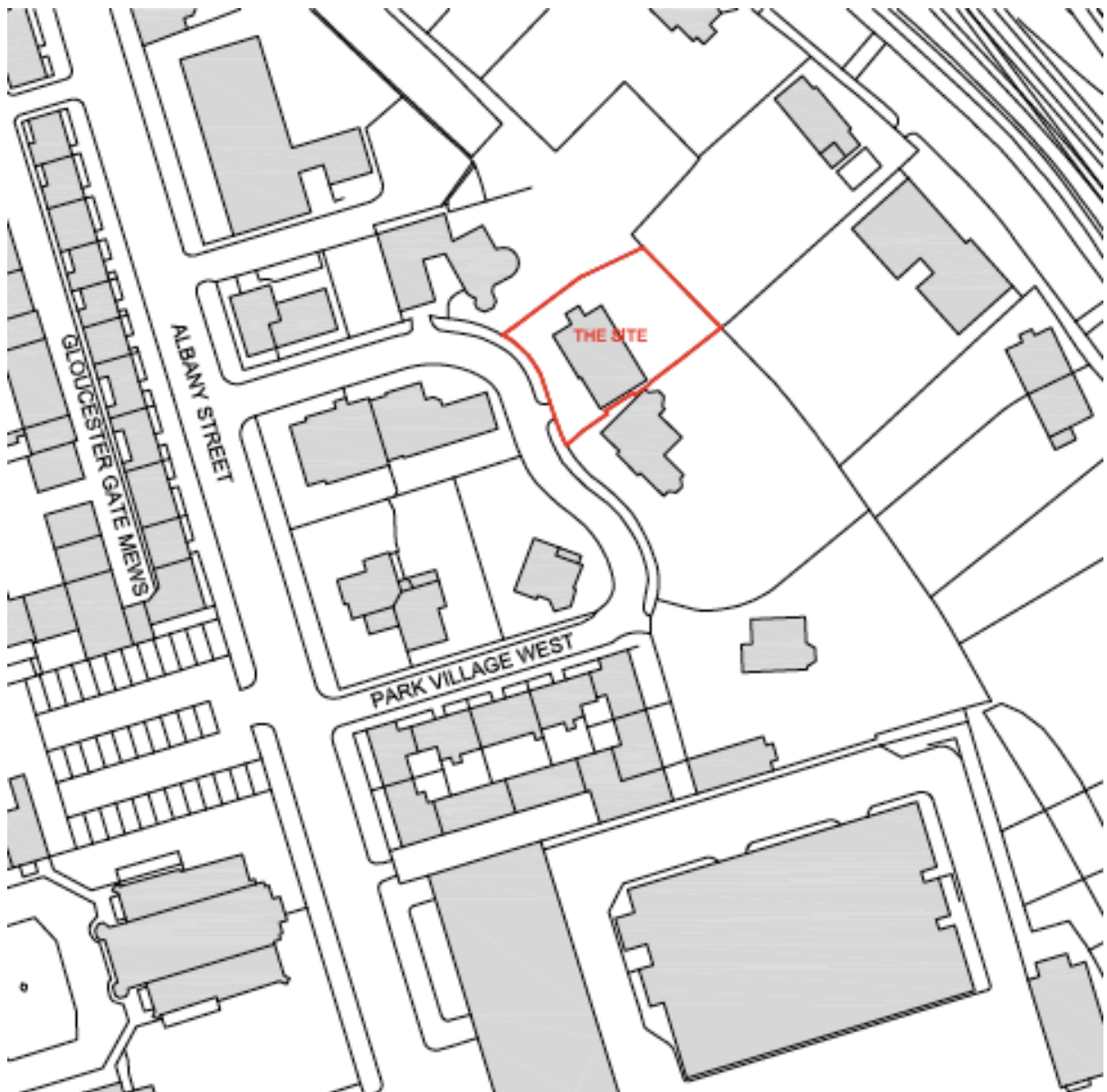
**Name:** TBC

**Address:** TBC

**Tel:** TBC

**Email:** TBC

## 2 About the site

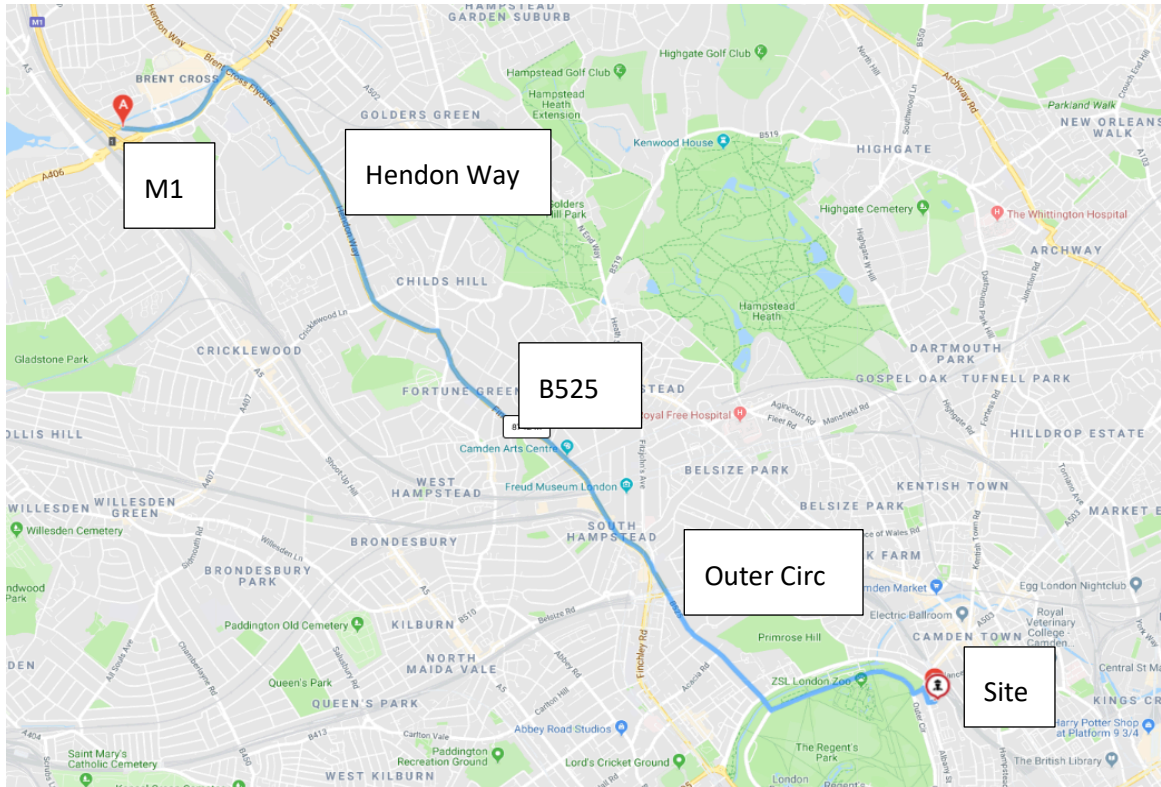


- 2.1 The building is listed Grade II along with numbers 1-8, 10,12,14 & 17-19 Park Village West. A layout of 16 related houses forming a cluster of suburban housing close to Regent's Park. The site is located in the Regents Park Conservation Area and accessed off the public highway known as Park Village West.
- 2.2 For the purposes of this CTMP, the existing access from Park Village West is deemed suitable to be used by all types of vehicles associated with this project.
- 2.3 The development will utilise the existing access from Park Village West. The main route to the site will utilise the surrounding public highway network which is deemed suitable to accommodate all types of traffic. Where possible this will be via the M1, onto the A406 North Circular Road, Hendon Way, Finchley Road, continue onto Avenue Road B525, Outer Cir, onto Gloucester Gate, Albany Street before turning left into Park Village West.

# Construction Traffic Management Plan

2.4 Where possible vehicles will be able to turn around within the site utilising the parking area and exit onto Park Village West in forward gear. Where this is not possible, a banksman will be available to assist vehicles in reversing onto the site so that they may leave in a forward gear. No reversing onto the public highway will occur at any time.

A map of the route to and from site is shown below:





- 2.5 The site is surrounded by a road network suitable to accommodate all types of vehicles that will be involved in the project. All vehicles associated with the project will be told to access the site only via the existing strategic network and to avoid the lower classification of roads.
- 2.6 The nearby public highway condition should be surveyed prior to commencement of the development and will be carried out in the following sequence:
- Notify the London Borough of Camden (as local highway authority) when the proposed start date for the project has been confirmed and arrange a suitable date for the survey.
  - Carry out joint survey with The London Borough of Camden.
  - Carry out photo survey of Park Village West and any other areas to be agreed with The London Borough of Camden using suitable cameras to record the condition of the road, footway and verges; the extent of the survey to be agreed with the Council.
  - Identify during the survey specific areas where pre-existing damage has occurred.
  - Inspect each area of specific damage and record the details such as;
    - Location of damage
    - Type of damage
    - Extent of damage
    - Potential for increased damage (vulnerability)
    - Photograph the damaged areas.
    - Compile a report to include the recorded details and submit the report to The London Borough of Camden for consultation and consent.
    - The Council to approve details recorded in the report.
  - A working brief will be in place in the interim period between the survey date and the commencement of site operations. Any additional defects will be documented and notified to The London Borough of Camden.

## 3 Traffic Management

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- 3.1 A banksman will be overseeing all traffic, along with the site manager on all deliveries. This will not affect pedestrian safety. There will be no overhead works where pedestrians are required to walk under any overhead gantries. A scaffolding will be erected around the frontage of the area impacted by the conversion works for the duration of the project. However, no part of the structure will encroach onto the public highway therefore no prior approvals are required from the local highway authority.
- 3.2 The site has limited space available within the existing boundary. Where possible, the site will request smaller delivery vehicles where available for plant and materials. Tracking has been provided in Appendix A of this document to demonstrate a small tipping wagon can safely access the site. Where a larger vehicle is unavoidable, there will be a requirement for temporary unloading from the public highway.
- 3.3 As per the Safety at Street and Road Works: A Code of Practice, when a delivery vehicle is directly outside the site, there will not be sufficient width for the footway on the sites side to remain open. The contractor will provide appropriate Chapter 8

(Traffic Signs Manual) temporary traffic management to close the existing footway for pedestrian safety.

- 3.4 There is an adequate footway directly opposite the site which pedestrians can use as an alternative route. The contractor will ensure they provide pedestrian ramps in the absence of existing dropped kerbs to accommodate all types of pedestrians in crossing to the opposite footway. There will be pedestrian marshals available on site whilst these types of activities are ongoing to assist in crossing the road safely.
- 3.5 As well as pedestrian management, the delivery vehicles will encroach onto the carriageway. The minimum width required for two-way traffic flow will not be able to be maintained whilst the delivery vehicle is in situ. The contractor will provide a Give & Take system for vehicular traffic to pass the area safely. Advanced warning boards with directional arrows will be placed on Albany Street to ensure traffic turning into Park Village West from both directions do so at a low speed.
- 3.6 The total duration of these types of activities will be a maximum of 30 minutes and kept to an absolute minimum. Although infrequent and for short duration, the contractor must comply with the relevant Codes of Practice and legislation when encroaching onto the public highway, so appropriate temporary traffic and pedestrian management will be provided.
- 3.7 The contractor will, at the earliest opportunity, contact the London Borough of Camden's street works team. The London Borough of Camden is a Permitting Authority, as such the contractor is required to 'book space' on the public highway by submitting a road space permit application to the Council with appropriate Traffic Management Plans and insurances.

## 4 Access and Egress Arrangements

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- 4.1 On a weekly basis, the site manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Deliveries will be controlled, and vehicles will not be waiting on the local highway network, unless being unloaded/loaded within the confines of the above-mentioned traffic management set up.
- 4.2 No deliveries will occur to the site or removals from site between the hours of 07:30 to 09:30 and 15:30 to 18:00.
- 4.3 Sufficient time will be provided between deliveries to allow for any delays as a result of the delivery vehicle being stuck in traffic or the loading/unloading taking longer than expected to avoid any vehicles waiting on the surrounding highway network.
- 4.4 In order to minimise the impact upon the surrounding public highway and residential amenity, vehicle movements will be limited, and carried out outside peak hours. Delivery vehicles and supply contractors will avoid the morning and afternoon peak hours of 07:30 to 09:30 and 15:30 to 18:30. This will ensure there is negligible impact, if any, on any highway network routes to the site. All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to these hours and all other terms of this plan.

- 4.6 Swept path analysis for a maximum length articulated vehicle which can be used to access the site is provided in Appendix A. The analysis has been carried out tracking a large concrete mixer vehicle and also a smaller tipping wagon. The site lacks available space. The existing driveway will serve as the parking area for vehicles associated with the site.
- 4.7 All vehicle movements on site will remain on hard standing, preventing soil compaction and dirtying of vehicles, and the subsequent distribution of this material onto the local streets. Loading operations will also take place, utilising standard HGV-mounted grab, plant or excavators to load/unload HGVs.
- 4.8 Vehicle movements will be governed by the onsite contractor, using radios both on-site and within the HGVs, to ensure that the required route to the site is clear of other vehicles when entering and exiting the site. The only parking available in Park Village West is reserved for those with residential permits. Parking will need to be provided for vehicles associated with the project in the area of the existing driveway.
- 4.9 Any damage resulting from the use of the identified local road network by heavy construction vehicles involved in the project, aside from that resulting from normal wear and tear, will be required to be repaired, unless otherwise agreed by the local highway authority, in this instance The London Borough of Camden. As highlighted above in this report, it is recommended that a condition survey is undertaken of the local highway network in conjunction with the local highway officer prior to works starting on site.
- 4.10 Park Village West has permitted parking near the site. This effectively makes it a single carriageway at this point. If a vehicle was to stop at this location on the opposite side, this would effectively close the road. It is therefore proposed that the contractor contacts the London Borough Parking Shop at the earliest opportunity to discuss the temporary suspension of the necessary bays. This will allow for the proposed traffic management to be safely implemented without fully closing the Park Village West.

## 5 Environmental Issues

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- 5.1 This section of the CTMP is a description of Environmental issues e.g. noise, wheel washing facilities.
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the road. A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of spoil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the egress. The excavation is being loaded directly from conveyors into a lorry. So, the wheel washing requirement is minimised, any overspill will be washed off the road surface.
  - The contractor will ensure that the area around the site including the surrounding public highway is adequately swept to prevent any accumulation of dust and dirt.

- A road sweeper will be commissioned at the reasonable request of the local highway authority.
- Any inadvertent damage caused to the adopted public highway during operations on site will be repaired in a timely manner at no expense to the Highway Authority.

## 6 Conclusion

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- 6.1 The agreed contents of this CTMP will be complied with unless otherwise agreed with the Council. The site manager and their consultant will work with the Council to review this CTMP if problems arise in relation to the activities on site.

# Appendix A

