

Traffic Management Plan for Demolition works at: Space House WC2B 4YN

**Prepared for:**

Seaforth Land Holdings Ltd

Prepared by:

Paul Millar
Erith Contractors Ltd
Erith House
Queen Street
Erith
Kent
DA8 1RP

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TMP 001 Rev 05

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1. Introduction

Project Description

Site Address:

1 Kemble St
Holborn, London
WC2B 4AN

For this project Erith believe the scope of works is as follows;

- Preconstruction Services Period (PCSA)
- Developing methodologies
- Obtaining permits, licenses and consents
- Identifying services
- Developing temporary works designs
- Placing orders for plant and equipment – most notably tower cranes
- Designing and fabricating temporary propping
- Engaging with the local community
- Site establishment including welfare and hoarding.
- Installation of temporary electrics and services.
- Mechanical and Electrical Surveys.
- Protection to services such as the UKPN substation
- MEP disconnections and plant removal
- Scaffold erection to encapsulate the works.
- Monitoring and surveying works
- Asbestos Removal works.
- Soft strip of all remaining non-structural items site wide to both structures
- Removal of all windows and glazing.
- Erection of Tower Crane
- Temporary Works installation to Precast façade panels
- Removal of Precast façade panels.
- Temporary Works to basement retaining walls
- Structural opening up works to basement (One Kimble Street Tower).
- Ground Floor demolition works to Kingsway House.
- Architectural Screed Removal to Kingsway House.

Site Location

Space House is situated within the London Borough of Camden. Space House was constructed in the late 1960's and it comprises of the Tower Block and Kingsway House which are independent but connect with each other via a link bridge structure. The area is surrounded by a mixture of retail, residential, commercial and landmark properties and high level of pedestrian traffic, cyclist activity with busy London underground infrastructure in the vicinity.

The location of the project is well situated for public transport with Holborn, Temple and Covent Garden stations within walking distance of site. As well as the tube, the site address is well served by a number of local bus routes.

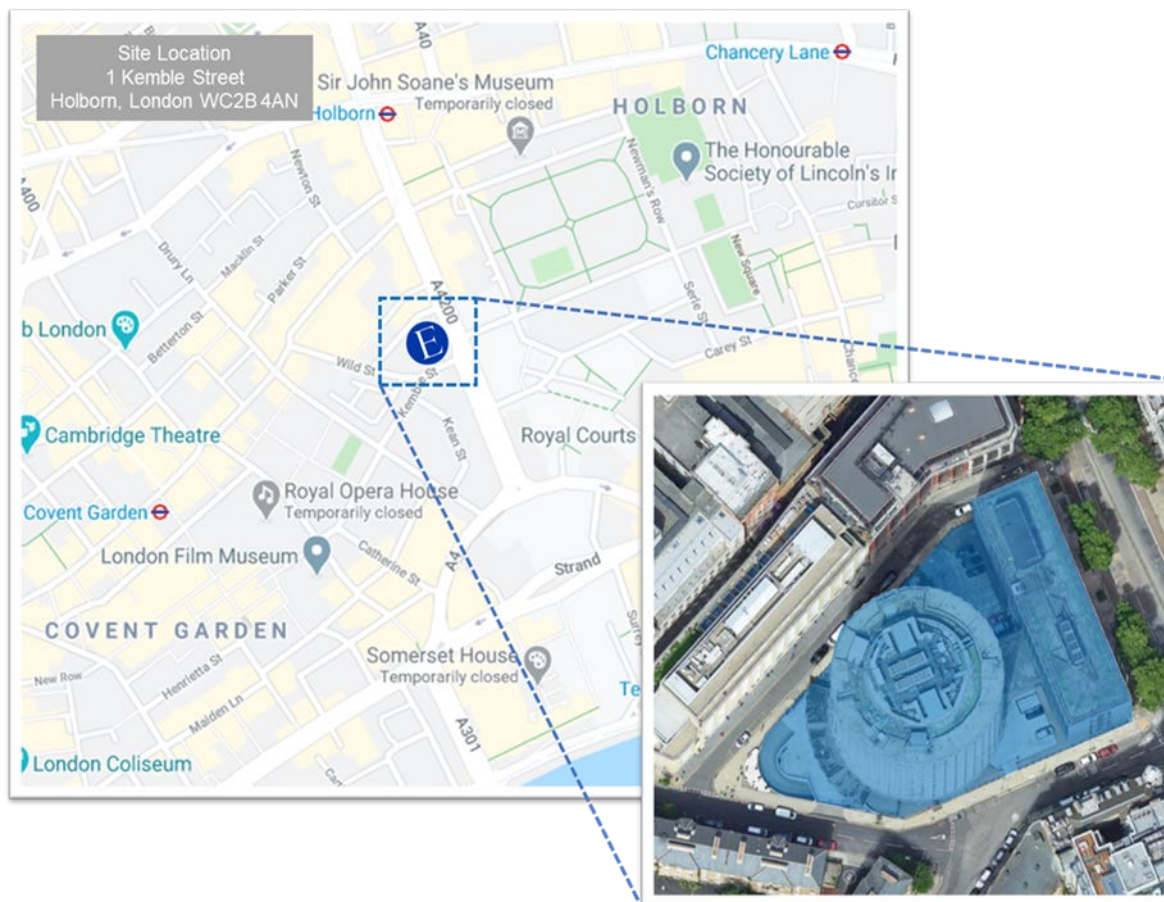


Figure 1 - Location of site

The specific constraints that are identified are as follows:

- Traffic logistics, pedestrian volumes and neighbouring deliveries.
- High volume of traffic and foot flow on Kingsway Road
- Adjacent residencies, offices, commercial premises and maintaining pedestrian access to the nearby pedestrian footpaths. Holborn Underground Station and Covent Garden Station in close proximity to the works
- Coordinating deliveries to site
- Protection of live substation within the site.
- Maintain access to UKPN substations on site
- Maintain 4no Parking bays for UKPN on site.
- Noise, dust and vibration controls.

Due to the nature of the works some residents and businesses may be disrupted during working hours. Erith will delegate a specific public liaison employee to keep relations with neighbouring parties.

All works outlined in this document will conform to the following documents;

Construction (Design and Management) Regulations 2015
Management of Health and Safety at Work Regulations
Lifting Operations and Lifting Equipment Regulations [LOLER]
Provision and Use of Work Equipment Regulations
Control of Asbestos Regulations
BS6187:2011 Code of Practice for Full and Partial Demolition
BS5975:2008 Code of Practice for Temporary Works Procedures and the

Statutory

The environmental impacts of the proposed demolition work have been considered. Erith Contractors will be entering a section 61 application with Camden Council to ensure that any issues associated with the scheme are addressed prior to the work commencing.

The development will be registered with Considerate Constructor Scheme (CCS) which aims to encourage building and civil engineering contractors working adjacent to the town's streets to carry out their operations in a safe and considerate manner, with due regard to passing pedestrians and road users.

A dilapidation survey of the surrounding highways and street furniture will be undertaken on the day Erith take possession of the site. This survey will be issued to Camden highways department for record purposes.

Structures, including scaffold, need to be kept clear of utility covers and other council assets such as lamp columns where a 1m clearance around the column needs to be maintained.

All traffic marshals managing the site will be equipped with whistles and stop signs with concertina barriers installed manage pedestrians which vehicles enter and leave site.

Why a Traffic Management Plan?

The purpose of this plan is to highlight and inform others of our intentions regarding the access and egress of vehicles and personnel from the site during the demolition phase of the works.

The document will assess all of the influencing factors and help to determine the most economical and least disruptive arrangements for the successful completion of the works.

It will look at the safest ways to operate vehicles in and around the site. It will also look to provide access routes away from accident blackspots and areas of congestion and ways to minimize the number of journeys.

Erith have recently renewed Gold FORS accreditation.

To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to and from the Proposed Development.

All activities relating to the site within the highway will be in accordance with the COL Code of Practice for Deconstruction and Construction Sites following best practicable means at all times.

All vehicles attending site will be required to access site immediately and switch off their engines. No vehicles will be allowed to wait on the local streets in the vicinity of the site.

2. Supply Chain

The majority of arisings will be hauled by Erith Contractors own lorries. We have a large fleet of Gold FORS accredited vehicles comprising Roll on Off and tipper lorries as well as low loaders for the delivery and collection of heavy demolition plant. All vehicles are radio and GPS controlled. Vehicles will be called to site as and when required.

The following map shows the locations of our regularly used processing facilities. Vehicles will be take the arisings to one of these tips depending on what type of materials they are carrying. Where possible and certainly during the later stages of the works we will be sending hardcore to a facility with crushing capabilities and the lorries will be returning with crushed materials for the piling mat. We will aim to have as few empty trips as possible. This not only helps to reduce congestion but makes good economic sense. Furthermore we expect to be able to do a considerable amount of crushing on site subject to licensing and this will further reduce the number of trips.

Some of the sites shown are transfer stations and where mixed waste is sent from site to these tips the materials will be further separated into waste streams and then sent on to other facilities for processing or disposal.

Erith will monitor and audit downstream sites to ensure that our commitment to 98% diverted from landfill is achieved. Sites not meeting our criteria will be removed from our approved database.

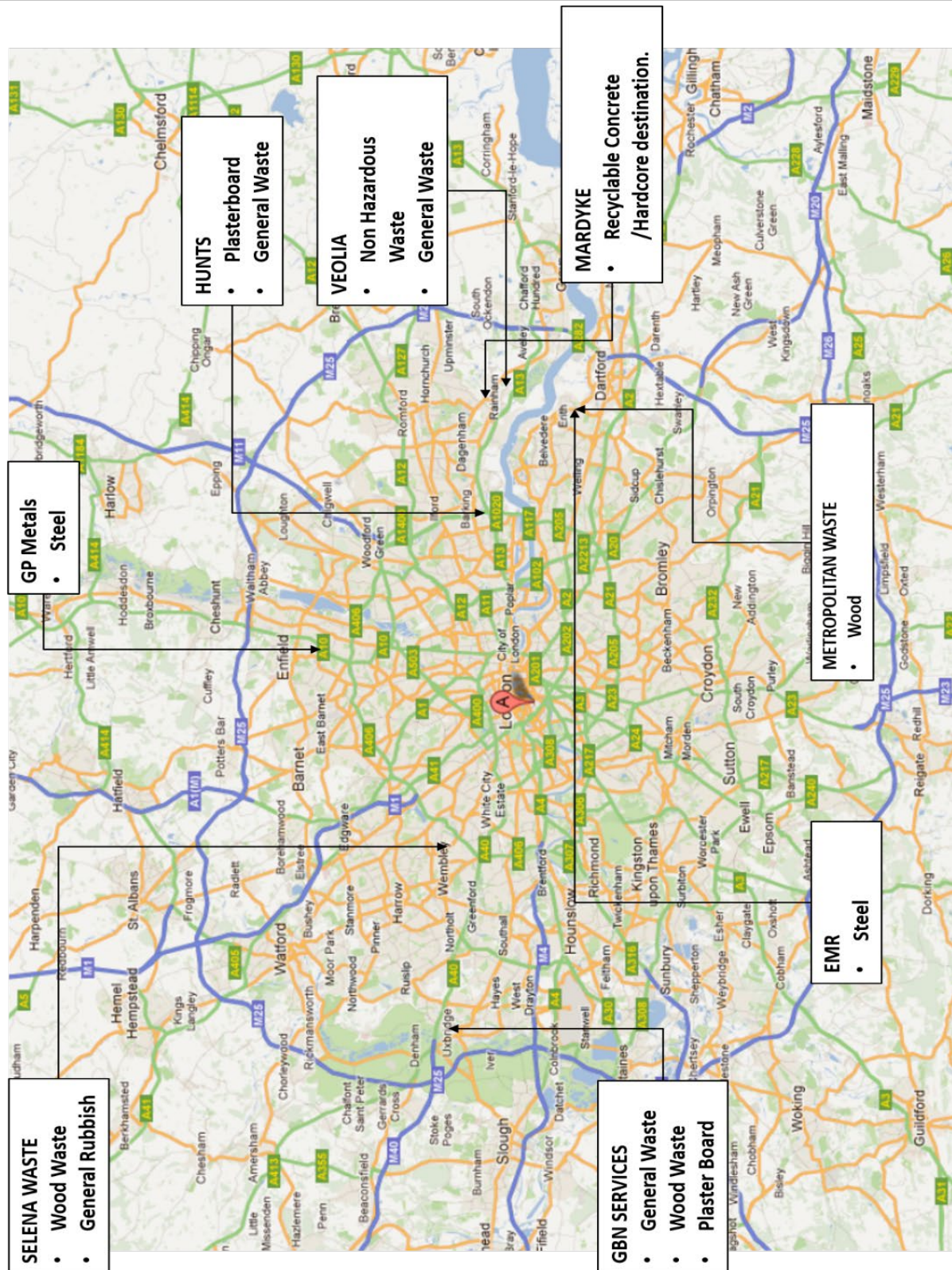


Figure 2 – Local Transfer Stations

3. Programme

Start Date: 1st July 2020

Duration of Works: 33 Weeks

Working times on site

Monday to Friday - 08:00 to 18:00

Saturday - *08:00 to 13:00

*Saturday activities are restricted and do not allow “noisy works”. I.e. percussive breaking or piling works.

Sunday - Only with prior consent from Camden Council

4. Vehicle Routes

All vehicles attending site will be required to access site immediately and switch off their engines. No vehicles will be allowed to wait on the local streets in the vicinity of the site.

If any abnormal loads are required to service, the project which fall under a Metropolitan Police movement order the times of the movement will be advised to the highways and Environmental protection team at Camden Council.



Figure 3 – Site Location Plan

Vehicle access and egress routes with consideration of local sensitive receptors

All vehicles attending site will be required to access site immediately and switch off their engines. No vehicles will be allowed to wait on the local streets in the vicinity of the site.

If any abnormal loads are required to service, the project which fall under a Metropolitan Police movement order the times of the movement will be advised to the highways and Environmental protection team at Camden City Council.

Access and Egress Gates

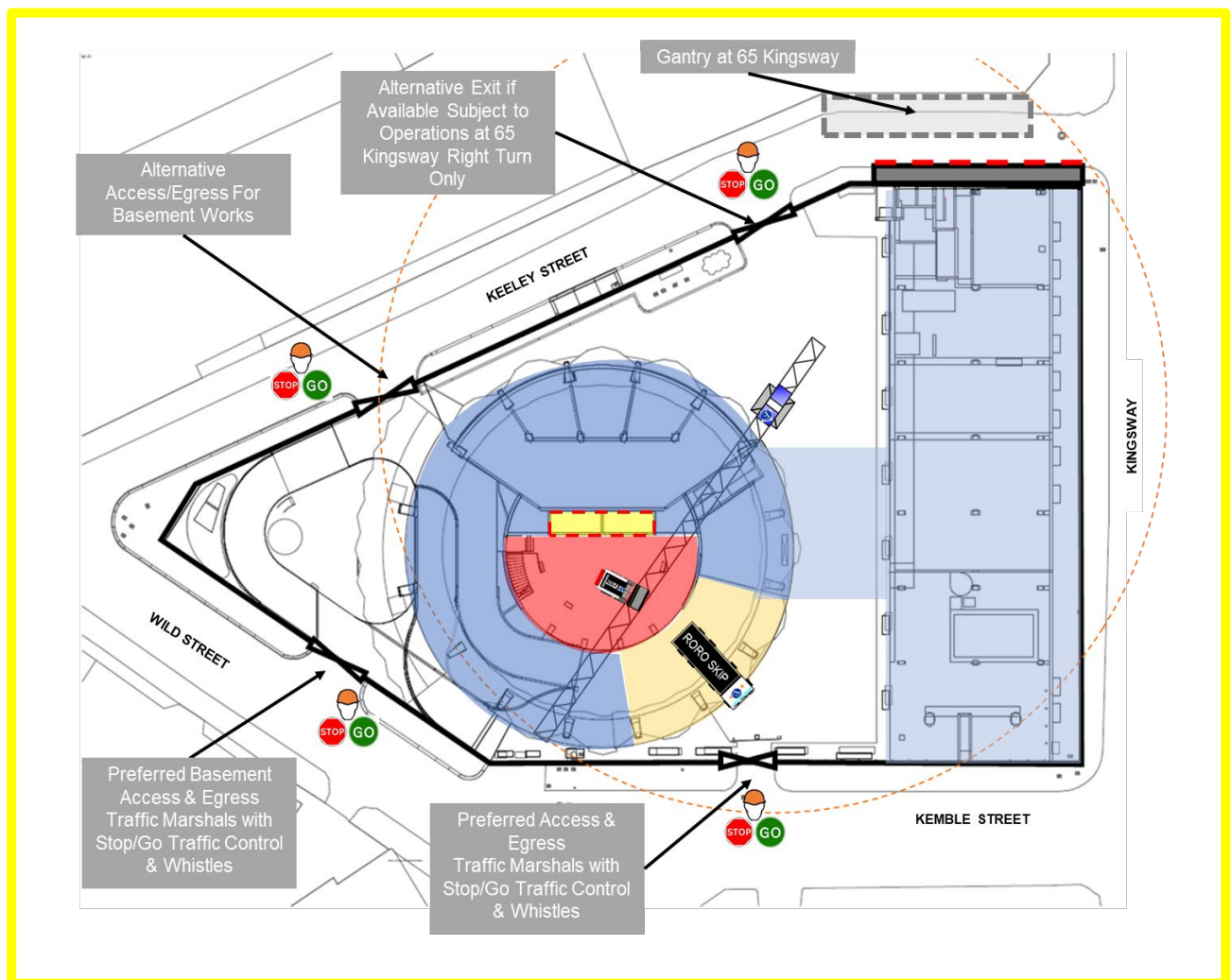


Figure 4 – Gated Access

Following neighbourhood consultation, the access and egress options shown below are proposed as the primary routes for the majority of vehicles.

These routes consider the operating practices and loading gantry that will be in use by the adjacent 65 Kingsway project.

Swept paths for different vehicles are within **Appendix B**. These drawings allow for all possible route options in case of closures or other vehicle breakdowns etc blocking the preferred routes detailed above.

A trial drive of the new access and egress route has also been undertaken. This can be found in **Appendix C**

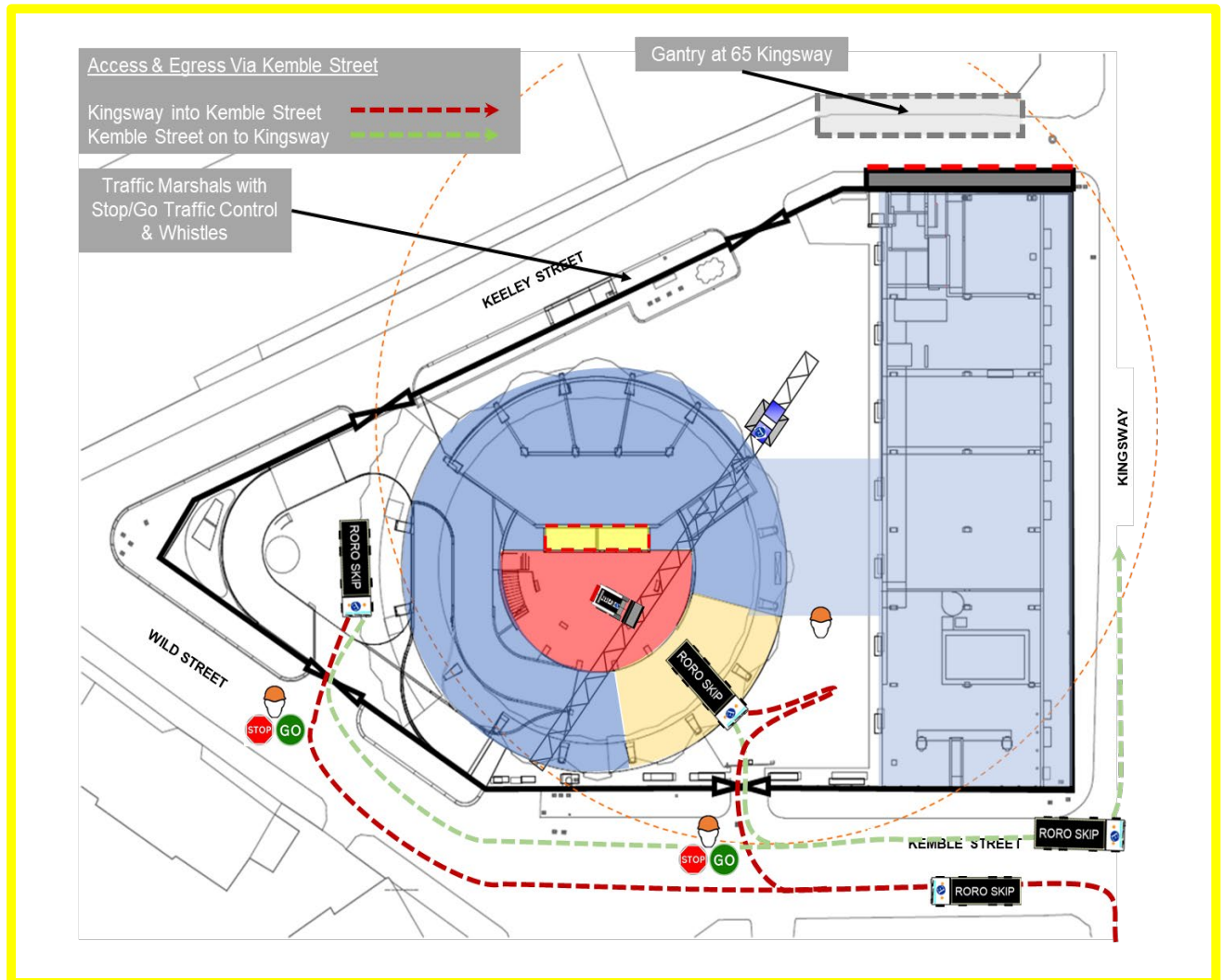


Figure 5 - Access and Egress on to Site Via Kemble Street

This access/egress to and from site will be used for the above ground operations and will be the preferred day to day operation gates.

For the basement, the majority of arising will be able to be removed from site via the gated access on Wild Street. Skips can be loaded on the redundant petrol station forecourt

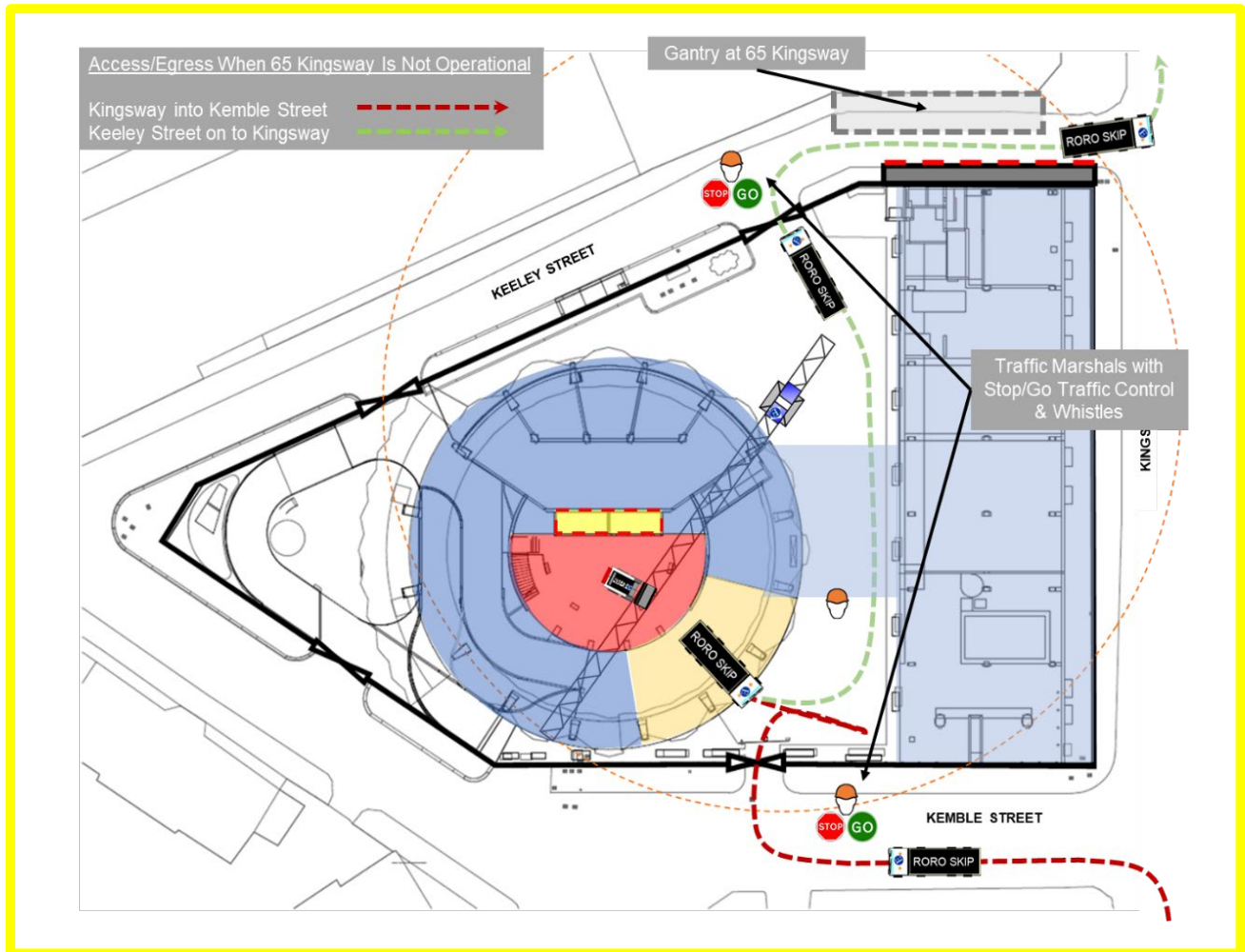


Figure 6 – Alternative Exit via Keeley Street

The alternative exit from site is via the gate on Keeley Street, where construction traffic will be able to exit site and travel directly out onto the Kingsway. However we are aware the construction site at 65 Kingsway is also a fully operational construction site with a scaffold gantry on the carriageway. The works will involve some lengthy road closures during certain periods of the day when this alternative exit will not be available. See figure below

Proposed Primary Route to and from Site across the London Borough of Camden

The site is positioned in the heart of Holborn on the Kingsway. Although this a 2 way primary route, Construction traffic will only able to approach the site from the south and exit the site heading north due to the existing central reservation on the Kingsway, therefore, to ensure the least effect on the existing highway network the following routes have been highlighted and will be followed by all construction traffic entering or leaving the London Borough of Camden area.

A copy of the vehicle routes plan and details will be issued to all site visitor, hauliers and suppliers in the form of a 'Traveling to Site' document prior to engagement.

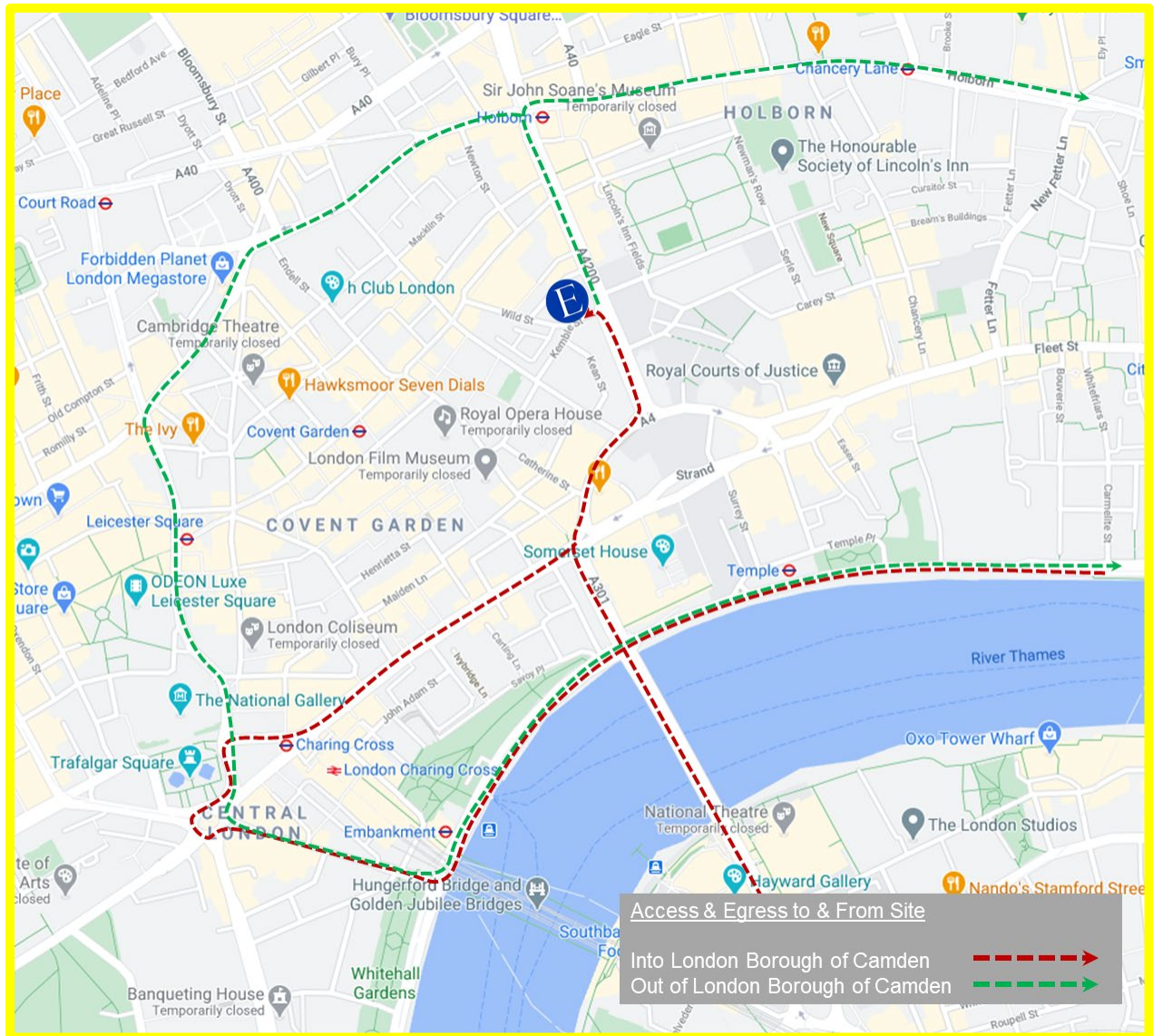


Figure 7 – Access & Egress Across the London Borough of Camden

5. Site Logistics

Erith will erect a site boundary hoarding compliant with Camden Borough's code of construction practice within which we intend to carry out soft strip, demolition and basement works. Due to the logistical constraints of the site all loading and unloading will have to be completed within the site confines.

Any access and egress to and from the loading area will be controlled by dedicated traffic marshals, they shall control traffic and pedestrian movement on all boundaries of the site where necessary while 8 wheel rigid back HGVs enter and exit the loading zones. Traffic Marshal presence on the road will be between 3 and 5 men dependant on what gates are in use.

Pedestrians will enter the site confines through a pedestrian access door in the site hoarding on Wild St elevation. This will provide access to a green routed area to the welfare located initially within the ground and 1st floor. Welfare may relocate to anti-vandal cabins based within the site.

All vehicles will be directed on and off the site by trained and experienced Traffic Marshals. Speed will be limited to 5mph in these locations and there will be marked routes for vehicles and pedestrians.

In the event of revisions to this TMP, Camden Council will be consulted on the required changes and await agreement prior to implementation

6. Materials

The following table outlines the type and approximate quantities of materials that will be brought to or removed from site during the works.

Week Number	Description	To/ From site	Quantity Loads/ lorry	Maximum Vehicles per day
1-2	Site set up materials	To	8	2
3-26	Soft strip	From	120	5
3-20	Asbestos removal	From	20	2
8-22	Structural openings	From	30	4
22-33	Slab removal L17,16 and 15	From	50	6
8-20	Steel propping	To	10	1
2-25	Scaffold Deliveries	To	50	2

7. Vehicles

Erith Contractors Ltd are aware of the constraints of the site and will install and adhere to the described logistics regime to cope with them in a manner that ensures that the safety of our neighbours and the general public remains paramount and that the effects on their day to day activities are minimal. The Mayor of London's Transport Strategy (2018) *will be considered and followed throughout the works*.

Management of vehicles on site will be in accordance with HSG144 and INDG199, observing that all site plant/vehicles are banked by a trained banksmen and signs indicating vehicle routes are posted on site. All drivers will be issued with a copy of the traffic route plan prior to coming to site and will receive at traffic management induction at Erith's haulage yard prior to attending site.

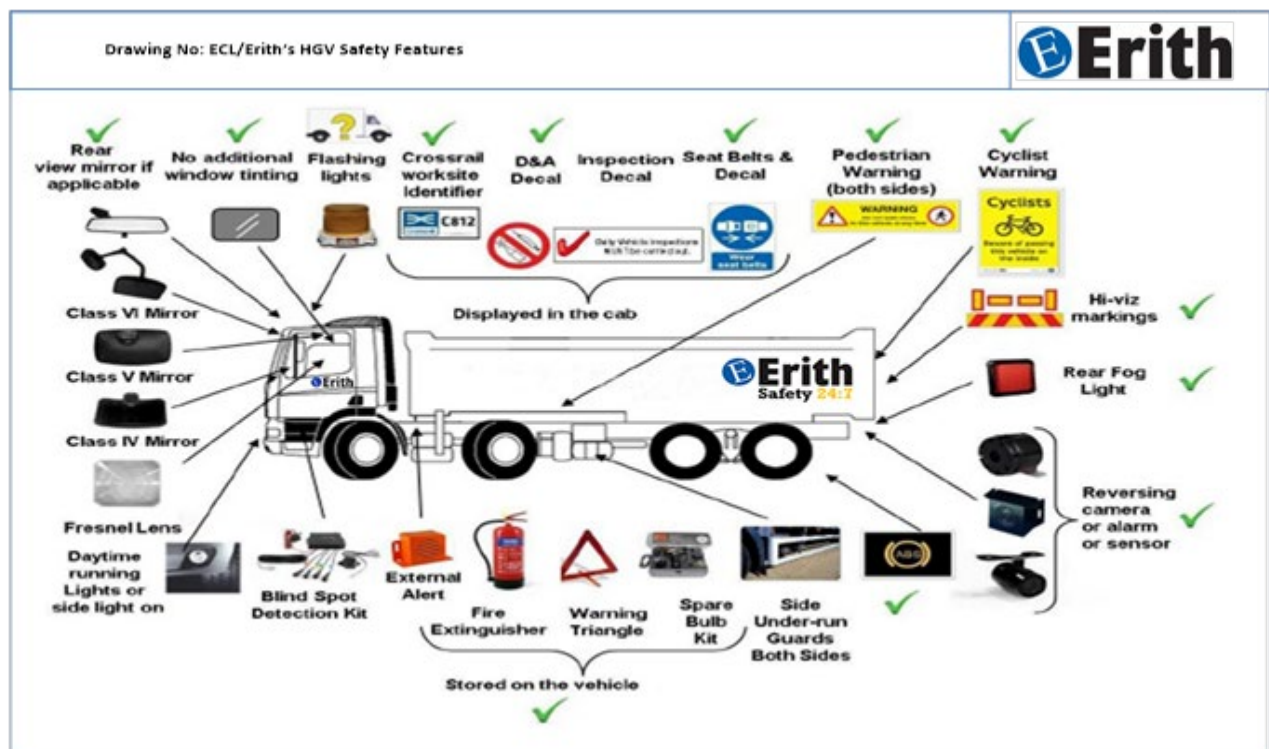
All vehicles attending site that are in excess of 3.5t attending site will be FORS (Freight Operators Recognition Scheme) compliant and will be checked for compliance by our security gatemen. All vehicle attendances to site will be pre booked at minimum 24hrs before arrival via the ECL logistics Manager.

Erith Contractors Limited prides themselves on having plant and vehicles at the pinnacle of the safety industry. All Erith's HGV's are fitted with Fresnel lenses, side scan equipment which results in an audible beep when a cyclist is on the left inside space. Under run guards are also fitted to prevent cyclists from coming into contact with lorry wheels as well as a number of other safety features (see 'Erith's HGV Safety Features' drawing below). All Erith's vehicles are also Crossrail compliant. In addition to these features to help monitor and improve the transports environmental impact Erith have installed Driver behaviour tracking systems which allow the monitoring of

acceleration, braking and speed. This system allows reports to be generated along with weekly overviews from Scania which detail fuel consumption and carbon dioxide emissions

The following plant and vehicles will be utilised on this project:

Plant	Number of	Emissions data	Description
Tipper Lorries	5-10 per day	TBA	For removal of hardcore arisings
Roll on off Lorries	5 per day	TBA	For removal of soft strip materials
Boat Skip Lorries	* If required	TBA	For removal of site welfare waste
40' Rigid lorries	1 per month	TBA	For steel deliveries
Low Loader	1 per week	TBA	For delivery of heavy plant listed below



- Every vehicle movement will be controlled by 2no trained and qualified vehicle marshals.
- All staff shall use the established site pedestrian routes.
- Vehicles will not be allowed to queue on the highway.

8. Parking Arrangements/Alternative Travel Arrangements

Due to the location of the site all operatives will arrive by vehicle or the Public Transport system. Parking on site will be restricted and kept to a minimum.

There are 4 allocated UKPN parking bays within the site that will remain active.

Alternative arrangements

The nearest underground Train Stations are:

Covent Garden
Holborn
Temple



9. Risk Assessments

Site Location	Date of Assessment	Assessed by
Space House	19/05/2020	Peter Lilburn
Description of Work Assessed	Traffic Management	

Risk is assessed in accordance with the HSE's Guidance Note INDG16 "Five Steps to Risk Assessment" plus our Professional Health and Safety Adviser's document "Risk Assessment Made Easy" as:

- Look for the hazards.
- Decide who might be harmed and how.
- Evaluate the risks and decide what control measures are required.
- Record the findings.
- Review the assessment and revise it if necessary.

Ref No	Risk Assessments
RA 020	Loading and Unloading of Roll On/Off Skips
RA 027	Risk to Public and Third Parties from site activities
RA 037	Traffic Management
RA 056	Vehicle Access and Egress
RA 061	Working Adjacent to Live Traffic

Activity		RA 020 - Loading/unloading roll on/off skips	
Hazards		At Risk Groups	
Vehicle overturning		Erith Employees	Contractors
Contact with overhead services	Debris falling onto the public highway during transit.	Visitors	Members of the public
Falling objects		Young Persons	Vulnerable groups
Lifting equipment failure		Migrant workers	
Risk Rating (Before controls)	Likelihood	Severity	Risk Level
	4	5	High
Control Measures			
<p>A clear work area which is the total length of the vehicle and skip, plus a further 3 metres shall be provided.</p> <p>The loading/unloading area, wherever possible and as far as reasonably practicable be flat. However, if this cannot be achieved the horizontal gradient shall not exceed 5 degrees.</p> <p>Skips should be positioned away from any over-head services</p> <p>All loads shall be levelled prior to recovery.</p> <p>All loads are to be sheeted/netted prior to recovery unless the recovery vehicle is fitted with a self-sheeting/netting system in which case it must be covered prior to leaving site and entering a public highway.</p> <p>All operatives involved to wear appropriate PPE as described earlier in this document</p> <p>Trained and competent banksman to be present throughout the operation.</p> <p>If the vehicle is required to reverse to deposit or remove the skip in the designated area then a banksman will control the vehicle movements at all times whilst on site.</p> <p>Prior and during loading and unloading of the skip, an exclusion zone is to be set up to avoid entrapment, crush and entanglement injuries with any of the equipment.</p> <p>Vehicles to be fitted with reversing cameras</p> <p>Vehicles to be fitted with audible warnings when reversing</p> <p>Vehicles to use designated traffic routes at all times.</p> <p>Lifting equipment to be checked regularly and as required to comply with LOLER regulations</p> <p>Faulty or damaged equipment to be repaired or retired and not used to perform any lifting or unloading.</p> <p>If a skip has an access ladder on the side, this is not to be used by operatives unless absolutely necessary.</p> <p>Operatives are not permitted to the access the rear of the lorry at any time. This includes climbing onto the back of it to assist in removal or replacement of sheeting.</p>			
Additional Site-Specific Controls / Information			

Risk Rating	Likelihood	Severity	Risk Level
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(with controls)	1	4	Low
Further Guidance			
http://www.hse.gov.uk/pubns/waste06.pdf http://www.hse.gov.uk/foi/internalops/ocs/200-299/234_11.htm		http://www.hse.gov.uk/food/roll-cages-wheeled-racks.htm Erith Guidance 82 – Loading and unloading transporters	
Reviewed on site by:		Review Date:	

Activity		RA 027 - Risks to the public and third parties from site activities	
Hazards		At Risk Groups	
Collision with persons	Mud and dirt onto the public highway.	Erith Employees	Contractors
Falling Objects	Unauthorised access	Visitors	Members of the public
Footpath/Public Highway obstructions	Vehicle movements	Young Persons	Vulnerable groups
Noise, Dust and Vibration		Migrant workers	
Risk Rating (Before controls)	Likelihood	Severity	Risk Level
	2	4	Medium
Control Measures			
<p>Site perimeter to be protected/guarded using a timber hoarding or metal palisade fencing, in the event that these methods are found not to be reasonably practicable then the use of Heras fencing shall be considered.</p> <p>In the case of a timber hoarding it is worth considering the inclusion of viewing panels.</p> <p>Screens & debris netting shall be used where required.</p> <p>All visitors to site shall receive a site induction where they shall be made aware of the inherent site hazards & appropriate PPE shall be issued to them.</p> <p>SSOW shall be adhered to at all times</p> <p>Banksmen shall be employed to control traffic manoeuvres & to marshal pedestrian traffic past exclusion zones.</p> <p>Where necessary plant/machinery will pause to allow pedestrian traffic to pass by.</p> <p>There shall be constant interface between the site management team & local residents.</p> <p>Where it is necessary to close footpaths or the public highway permission shall be obtained from the local authority & the New Roads & Street Works Act shall be complied with at all times.</p> <p>Noise and vibration shall be suppressed using new technologies and equipment to ensure low vibrations and reduction of noise.</p> <p>Where required local restrictions shall be adhered to with regards to breaking. (Section 60/61)</p> <p>Dust suppression shall be used to keep dust to a minimum.</p> <p>Wheel wash stations, jet wash and road sweepers shall be used to limit the amount of mud/dirt/debris reaching the public highway.</p> <p>Erith Contractors Customer Relations team will produce Newsletters, progress reports and other relevant information shall be displayed where possible informing the public and local residents of site activities.</p> <p>Lifts, loading and unloading shall only be carried out in designated areas and when safe to do so.</p> <p>Any near misses shall be reported and recorded, then reviewed to ensure no reoccurrence.</p> <p>Weekly monitoring of noise, dust and vibration shall be carried out with the results submitted to the project manager for review.</p> <p>Security guards shall be employed where required to ensure that no out of hours unauthorised access takes place.</p> <p>Door locks, coded keypads, biometric system and other security measures will be in operation during working hours to prevent unauthorised access.</p> <p>Any complaints received shall follow the Erith Contractors Customer Relations procedure and followed up accordingly.</p> <p>Staff are not permitted to use foul or abusive language</p> <p>Site working hours to be adhered to</p> <p>Smoking/Eating outside of site is to be discouraged</p>			

Additional Site-Specific Controls / Information			
Risk Rating (with controls)	Likelihood	Severity	Risk Level
	1	4	Low
Further Guidance			
http://www.hse.gov.uk/foi/internalops/ocs/700-799/789_5.htm http://news.hse.gov.uk/2008/09/17/public-health-and-safety-risks-from-work-activities/		Section 60/61 http://www.hse.gov.uk/toolbox/managing/managingtherisks.htm	
Reviewed on site by:		Review Date:	

Activity		RA 037 - Traffic Management	
Hazards		At Risk Groups	
Collision– Pedestrians/Vehicles	Cyclists	Erith Employees	Contractors
Faulty vehicles	Diversions	Visitors	Members of the public
Route changes due to site requirements	Road Traffic Incidents	Young Persons	Vulnerable groups
Excavations & uneven ground	Exhaust fumes	Migrant workers	
Lack of segregation	Debris on the road		
Collision with fixed objects	Obstructions/obstacles on walkways, forcing pedestrians into traffic routes		
Risk Rating (Before controls)	Likelihood	Severity	Risk Level
	3	5	High
Control Measures			
<p>Gates/Barriers shall be erected to control entry onto site and the procedure for obtaining entry shall be displayed.</p> <p>An appropriate speed limit of a maximum of 10mph shall be set for the site and adhered to at all times.</p> <p>Wherever possible, the need for reversing shall be eliminated by the provision of a turning circle or the introduction of a trained and competent banksman.</p> <p>Designated areas for loading and unloading shall be provided.</p> <p>Routes for pedestrians and traffic shall be segregated.</p> <p>Signage shall be erected to warn and instruct users of traffic routes.</p> <p>All persons shall be provided with information regarding traffic routes at the point of induction.</p> <p>All vehicles shall be fitted with flashing amber warning beacons and reverse warning systems</p> <p>All vehicle and plant checks shall be carried out and maintenance schedules adhered to.</p> <p>The site traffic management plan shall be displayed throughout site.</p> <p>Any changes or activities which will affect traffic routes shall be covered in the daily, pre work briefing.</p> <p>Edge protection, including stop blocks shall be provided alongside any excavation, bodies of water or close to pedestrian routes.</p> <p>An exclusion zone shall be provided around any work area in which plant/equipment slews.</p> <p>All temporary structures shall be protected from collision</p> <p>Where necessary, a wheel wash system and/or road sweeper shall be employed to prevent contamination of the public highways.</p> <p>Traffic marshals shall be employed to control vehicle access/egress</p> <p>Traffic routes should be clearly identifiable and areas where cross over between vehicles and pedestrians is likely, gates/barriers should be set up with warning signs alerting users to the hazards.</p> <p>PPE is to be worn at all times whilst on site so that they can be clearly identified by drivers and plant/equipment operators</p> <p>If operatives need to pass plant or machinery, they should make themselves known to the operator who will inform them when it is safe to pass.</p> <p>Vehicles should be fitted with a 'Deadman' switch.</p> <p>A traffic management layout is required and is also required to be briefed out to the operatives.</p> <p>Site working hours should be strictly adhered to</p> <p>No parking in resident's bays is permitted at any time</p> <p>Sufficient lighting shall be used at all times, either natural or task specific</p> <p>Good road conditions to be maintained where possible, drains and potholes to be avoided.</p>			

Additional Site-Specific Controls / Information			
Risk Rating (with controls)	Likelihood	Severity	Risk Level
	1	5	Low
Further Guidance			
Hse.gov.uk/workplacetransport/trafficmanagement.htm Hse.gov.uk/construction/safetytopics/ Hse.gov.uk/workplacetransport/separating.htm		Hse.gov.uk/workplacetransport/checklist/section2.htm Hse.gov.uk/workplacetransport/trafficroutes.htm Traffic management plan	
Reviewed on site by:		Review Date:	

Activity		RA 056 - Vehicle Access/Egress	
Hazards		At Risk Groups	
Collision with persons	Excavations	Erith Employees	Contractors
Collision with vehicle/plant	Fumes	Visitors	Members of the public
Collision with stationary object	Interface with Public	Young Persons	Vulnerable groups
Collision with structure	Reversing vehicles	Migrant workers	
Working on public highway	Cyclists		
Risk Rating (Before controls)	Likelihood	Severity	Risk Level
	4	5	High
Control Measures			
<p>A suitable and sufficient traffic management layouts shall be developed which shall include provision for cyclists</p> <p>All vehicles shall be FORS gold compliant</p> <p>Suitable and sufficient access/egress points to and from the public highway for vehicles shall be provided.</p> <p>Vehicle access/egress points shall be under control of traffic marshals at all times.</p> <p>CCTV shall be provided at vehicle access/egress points.</p> <p>Vehicles shall not be allowed to queue on site and shall be kept at an offsite holding point prior to entry</p> <p>Waiting vehicles will switch off their engines and under no circumstances will idling be allowed</p> <p>Vehicles shall be booked in with site management prior to arriving at site and under no circumstances will vehicles be allowed access if they turn up without giving prior notice</p> <p>Traffic marshals shall be trained/competent in their duties.</p> <p>Traffic marshals shall be provided with orange high visibility clothing</p> <p>Traffic marshals shall be issued with whistles and torches</p> <p>The need to reverse vehicles shall be minimised</p> <p>Physical barriers and hold points shall be established to prevent pedestrian access</p> <p>Signage shall be put in place to warn pedestrians/road users of works and any traffic controls ahead</p> <p>The local authority shall be consulted with regard to minimising vehicle movements during times of high volumes of traffic being on the public highway.</p> <p>In the event that a road closure is found to be necessary to facilitate safe vehicle access/egress the local authority shall be consulted, and the required permits obtained</p> <p>In the event that the site is in close vicinity to a school, vehicle movements shall be minimised/prohibited during school drop off times.</p> <p>Where necessary a wheel wash system or road sweeper shall be employed to prevent contamination of the public highway.</p> <p>All loads shall be secured, and tippers sheeted prior to leaving site</p> <p>Vehicles emerging from site onto the public highway shall obey the designated speed limit at all times.</p>			
Additional Site-Specific Controls / Information			

Risk Rating (with controls)	Likelihood	Severity	Risk Level
	2	5	Medium
Further Guidance			
HSG144 – The Safe Use of Vehicles on Construction Sites		New Roads and Street works Act 1991 Safety at Street works and Road Works	
Reviewed on site by:		Review Date:	

Activity		RA 061 - Working adjacent to live traffic	
Hazards		At Risk Groups	
Collision with moving traffic	Cyclists	Erith Employees	Contractors
Excavations	Obstructing the public	Visitors	Members of the public
Moving plant	Noise/Dust	Young Persons	Vulnerable groups
Slips, trips and falls	Contact with services	Migrant workers	
Risk Rating (Before controls)	Likelihood	Severity	Risk Level
	5	5	High
Control Measures			
<p>Any existing areas to be retained shall be protected and a dilapidation survey shall be undertaken prior to works commencing.</p> <p>Only trained and competent operatives, supervisors and managers shall be involved in undertaking this type of work.</p> <p>A suitable and sufficient site-specific risk assessment of the work area shall be undertaken and from this a SSoW developed by a competent person, following the guidelines set out in the Safety at Street Works and Road Works Accredited Code of Practice (ACOP), prior to the setting up of the work area or any works commencing.</p> <p>Any restrictions placed upon the works by the local enforcing authority shall be adhered to at all times</p> <p>All works shall be compliant with the Safety at Street Works and Road Works ACOP as required by the New Roads and Street Works Act 1991.</p> <p>The appropriate licences/permits shall be obtained from the local authority.</p> <p>Any diversions to traffic on the public highway shall be suitably controlled and signed.</p> <p>Operatives shall wear the appropriate PPE and high visibility clothing at all times.</p> <p>All work areas shall be signed and lit as appropriate; in some circumstances this will require provision for measures which exceed those stated in the ACOP</p> <p>Suitable and sufficient segregation shall be provided as set out in the Safety at Street Works and Road Works ACOP</p> <p>So far as is reasonably practicable buffer zones/safe areas shall be provided.</p> <p>The work area shall be segregated from vehicular traffic and pedestrians</p> <p>The appropriate licences/permits shall be obtained from the local authority.</p> <p>All areas shall be kept clear of obstruction, suitable storage for rubbish shall be provided and under no circumstances shall debris be allowed to obstruct public areas.</p> <p>Suitable and sufficient warning signage for pedestrians and road users shall be in place prior to works commencing.</p> <p>Works shall be planned, so far as is reasonably practicable, to minimise disruption to public transport i.e. bus routes</p> <p>All vehicle movements shall be under the control of a competent banksman.</p> <p>All plant being used to undertake the works shall be suitable for use on the road i.e. having pneumatic tyres or rubber tracks.</p> <p>All plant shall be parked safely and securely with the keys removed to prevent unauthorised use.</p> <p>Consideration shall be given to members of the public/passers-by at all times.</p> <p>All personnel shall refrain from using foul or abusive language.</p> <p>Acoustic shielding shall be employed if required by the local authority/S61.</p>			
Additional Site-Specific Controls / Information			
Risk Rating (with controls)	Likelihood	Severity	Risk Level
	2	5	Medium
Further Guidance			
<p>New Roads and Street Works Act 1991</p> <p>Safety at Street works and Road Works 2014</p> <p>Traffic Management Act 2004</p>			
Reviewed on site by:		Review Date:	

RISK ASSESSMENT – PART B

On each site and each location, the generic assessments must be reviewed to ensure that all significant hazards and their risks are identified and controlled. Completion of this section will ensure that the assessment is both appropriate and complete.

Location		Date		Maximum number of people involved in activity:		
Assessment No	Any additional specific hazards identified		Additional control measures required			
Assessment of remaining risks: Based on Risk Matrix		Minor <input type="checkbox"/>	Moderate <input type="checkbox"/>	Serious <input type="checkbox"/>	Major <input type="checkbox"/>	Catastrophic <input type="checkbox"/>
Is residual risk level acceptable?		Yes <input type="checkbox"/> No <input type="checkbox"/>	Any serious and imminent danger risks identified		Yes <input type="checkbox"/> No <input type="checkbox"/>	
Is there any emergency action required to be taken?			Name(s) of competent person(s) appointed to take the appropriate action			
			Principal Contractor			
			Sub-Contractor			
			Other			
Are there any foreseeable circumstances which will require an additional assessment						
Review – The assessment will be reviewed as the work progresses and if there are any changes to working processes						
Signed		Print Name		Date		
Circulation of Risk Assessment						
Contractor <input type="checkbox"/>	Site Copy <input type="checkbox"/>	Employees <input type="checkbox"/>	Subcontractor <input type="checkbox"/>	Other <input type="checkbox"/>	Client <input type="checkbox"/>	

Risk Matrix – To be used to determine the degree of risk for each hazard i.e. ‘how bad and how likely’					
	Severity of Harm				
Probability of Harm	1 = Minor	2 = Moderate	3 = Serious	4 = Major	5 = Catastrophic
1 = Improbable	Low Risk	Low Risk	Low Risk	Low Risk	Low Risk
2 = Remote	Low Risk	Low Risk	Medium Risk	Medium Risk	Medium Risk
3 = Possible	Low Risk	Medium Risk	Medium Risk	Medium Risk	High Risk
4 = Probable	Low Risk	Medium Risk	Medium Risk	High Risk	High Risk
5 = Likely	Low Risk	Medium Risk	High Risk	High Risk	High Risk

When the detailed control measures in place are adhered to, the risks above should be reduced to an acceptable level.

Probability Classification (P)	Severity Classification (S)	Degree of Risk (PxS)
0 = Impossible	0 = No injury / affect	0 = No risk
1 = Improbable – Very low probability of such an event occurring.	1 = Minor – Minor accident, resulting in no injuries or lost time, little or no damage to property or the environment.	1 to 5 = Low Risk – ensures controls are adhered to and activity need not alter
2 = Remote – Would rarely occur.	2 = Moderate – Potential injury necessitating less than 3 days off work, damage to property or the environment requiring remedial work.	6 to 12 = Medium Risk – tolerable, but efforts should be made to reduce the risk where cost effective and reasonably practicable.
3 = Possible – May occur on occasions.	3 = Serious – Accident reportable under RIDDOR 95, serious damage to property or the environment.	
4 = Probable – Could occur frequently.	4 = Major – Accident resulting in serious or permanent injury, major or permanent damage to property or the environment.	13 -25 = High Risk – Unacceptable except in extraordinary circumstances, all control measures must be taken regardless of cost.
5 = Likely – Very likely to happen unless activity prevented.	5 = Catastrophic – Accident resulting in death or severe disablement, destruction of property, irreversible damage to the environment.	

The risk assessments adhere to the current British Standards as follows:

<p>HEAD PROTECTION BS EN 397: Specification for industrial safety helmets.</p> <p>EYE PROTECTION Specification for personal eye protection. Specification for filters used in eye protection for welding etc. Equipment for eye & face protection during welding/allied processes.</p> <p>EAR PROTECTION Specification for earmuffs. Specification for earplugs. Specification for earmuffs attached to safety helmets. Specification for level-dependent earmuffs. Selection, use, care & maintenance of hearing protectors.</p> <p>RESPIRATORY PROTECTION BS EN 136: Full face masks. BS EN 137: Self-contained open-circuit compressed air. BS EN 140: Half masks & quarter masks. BS EN 149: Filtering half-masks against particles.</p>	<p>HAND PROTECTION General requirements for gloves. Protective gloves against chemicals/ micro-organisms. Protective gloves against mechanical risks (abrasion, cutting, etc). Protective gloves against thermal risk (heat &/or fire). Protective gloves for welders.</p> <p>GENERAL PROTECTION BS ENV 343: Protection against foul weather.</p> <p>HEAT & FLAME PROTECTION BS EN 470-1: Protection clothing for use in welding, grinding and cutting.</p> <p>CHEMICAL PROTECTION BS EN 7184: Selection, use and maintenance of chemical protective clothing.</p> <p>FOOT PROTECTION BS EN 345: Specification for safety footwear for professional use</p>
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10. Further Recommendations

This Traffic management plan is a preliminary document to assist with planning officials understanding of our approach to the works. It will need to be refined to suit the needs of TfL and the local highways managers. Up and coming highway and utility works may affect the routes defined and alternatives will need to be considered.

The document will remain active and will evolve as the planning process develops. Revisions and updates will need to be incorporated if there are any major changes to the size and type of machinery working on site or if there are any changes to any processes that may incur a significant rising of the level of risk from traffic and or traffic management.

- All vehicle marshals will wear orange hi-vis vests or Jackets at all times.
- All vehicle movements will be controlled by trained and qualified vehicle marshals.
- All demolition operatives shall use the established site pedestrian routes.
- All operatives will be trained in the dangers of working next to live traffic.
- All people entering and leaving the site will be required to log in and out.
- The code of practice for safety at street works and road works will be adhered to.
- All signage will confirm to Chapter 8 TRSGD and SSWRW codes of practice.
- All operatives will show consideration to all passers-by.
- All dangers to the public are minimised especially at the end of each working day.

- Vehicles will not be allowed to queue on the highway (Holding area only when approved with TFL).
- At no time will ECL vehicles exceed 5mph within the site.
- All tippers will be banked, loaded and sheeted as per regulations.
- A road sweeper and/or a hose will be available at the entrance of the site to prevent the spread of any mud\debris onto surrounding roads.

Management of vehicles on site will be in accordance with HSG144 and INDG199, observing that all site plant/vehicles are banked by a trained banksmen and signs indicating vehicle routes are posted on site. All drivers will be issued with a copy of the traffic route plan prior to coming to site and will receive at traffic management induction at Erith's haulage yard prior to attending site.

Appendix A – Aerial Site View



Appendix B – Swept Paths Around The Site



Swept Path HGV,
Tipper and HIAB opt

Swept Path Analysis Drawings

Appendix C – Briefing Sheet

Site	D10009 Space House	Date		
Briefing title	Traffic Management Plan			
Person Delivering Briefing	Signature	Job Position		
<i>By signing I confirm that I have understood the content of this traffic management plan and will not deviate from it</i>				
No#	Name	Signature	Company	Date
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
Feedback				