
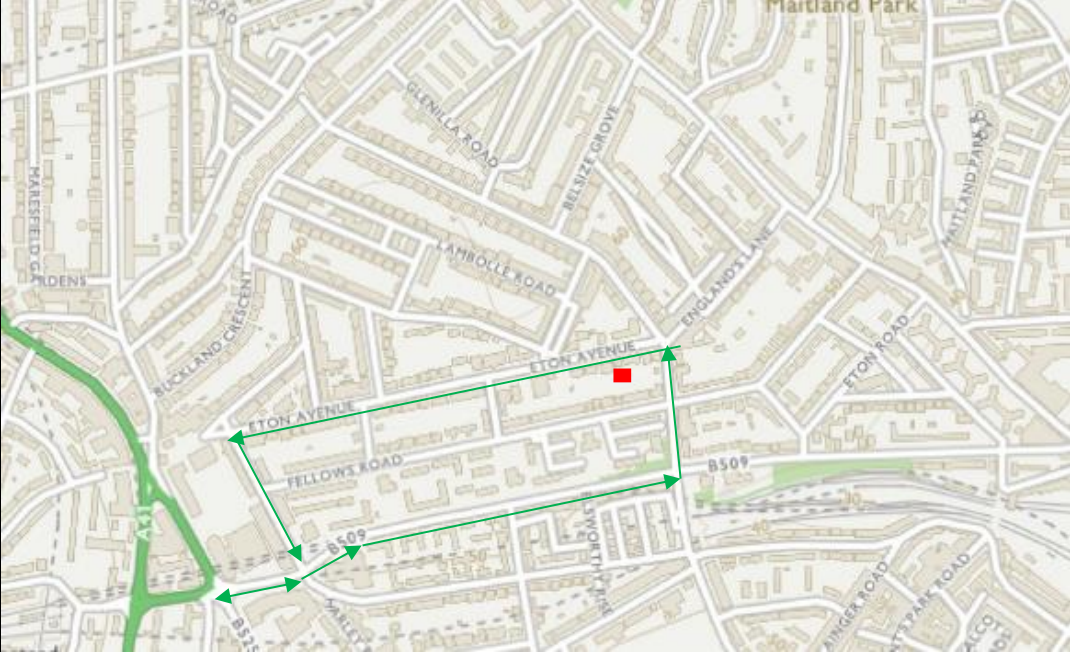


Traffic Management and Logistics Plan

SITE / PROJECT NAME: Eton Avenue	REF: 3EA/TMP/001 Rev: B	ASSESSOR: Derek Gleeson	DATE: 12 November 2021
<p style="text-align: center;"><u>SITE SPECIFIC INFORMATION:</u></p> <p>PRINCIPAL CONTRACTOR (COMPANY): Vindec REPRESENTATIVE: Tamas Haiman – Project Manager</p> <p>CONTACT NUMBERS (TELEPHONE): 07903863586 E-mail: tamas_haiman@hotmail.com</p> <p>SITE LOCATION :</p> <p style="text-align: right;">SITE ADDRESS :</p> <p style="text-align: right;">3 Eton Avenue, London, NW3 3EL</p> <div style="display: flex; justify-content: space-around;"></div>			

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CONDITIONS OF SURROUNDING ROADS: RED ROUTE: ~~YES~~ / NO. CLEARWAY: ~~YES~~ / NO. SPEED LIMIT/S: 20 MPH CAMERAS: YES/ ~~NO~~.

OTHER DUTY HOLDERS: LOCAL AUTHORITY: Camden Council

PARKING: Metered street parking only

PARKING SUSPENSIONS – To be discussed, 2 parking spaces outside of 3 Eton Avenue may require suspension.

DETAILS OF ANY VEHICLE HOLDING AREA & CALL UP PROCEDURES – not applicable

However; it must be stressed that at no time would project-related vehicles be permitted to stack up and park on any nearby / surrounding roads.

Any early deliveries will be moved on and told to return at the correct time.

TRAFFIC MOVEMENT RESTRICTIONS: HEIGHT: ~~YES~~ / NO WEIGHT: ~~YES~~/ NO

ENVIRONMENTAL RESTRICTIONS:

NOISE : limits at facades of occupied buildings – residential and commercial

		Time Period (T)	LAeq T (dB)
Period	Hours		
Monday-Friday	0800-1700 hrs	9 Hours	75
Saturday	08:00-13:00 hrs	5 Hours	75

DUST: Due to the requirement for the medium risk site to have particulate monitoring there will be a system installed which includes 2 monitoring stations in accordance with the Mayors Best Practise. This will include measures as follows:

- Water suppression through light spray when required
- Excavation of basement will be contained within a debris netted area

Rubble and construction debris:

- Certified waste removal companies to be utilised at all times
- Waste transfer notes to be retained on site

WORK HOURS: Normal site working hours will be 08:00 – 17:00hrs Monday to Friday and
08:00 – 13:00hrs Saturday.

THIRD PARTY ISSUES: Neighbour access and protection: A 1.5m wide access will be maintained from the “Coach House” for access to the properties above. This walkway will be formed using Heras fencing and debris netting.



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SPECIFIC ROUTES TO & FROM SITE:

The site is bordered by Primrose Hill Road to the East, and Eton Avenue to the North. All streets within the area are predominantly private residence Eton Avenue is a 20mph zone, with various traffic control measures in the immediate vicinity of site (traffic lights, pedestrian crossings, and traffic islands), and predominantly houses retail outlets along England's Lane, making it a busy pedestrian route as well as a vehicle route.

All traffic will approach from Finchley Road, turning on to Adelaide Road, Primrose Hill Road and on to site at Eton Avenue. To avoid reversing in the area a one-way system will be in operation to and from site. On completion of delivery or pick up, vehicles will continue down Eton Avenue turning left on to Winchester Road and right on to Finchley Road continuing to their destination. This route will be communicated to all drivers on placement of order.

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SPECIFIC SITE ENTRANCE APPROACH FROM PRIMROSE HILL LANE ON TO ETON AVENUE:



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DETAILS OF VEHICLE HOLDING AREA & CALL UP PROCEDURES

Due to the mix of residential and commercial properties in the area, there will be no holding up area. All deliveries will be allotted a time to arrive on site. If a time slot is missed and the delivery cannot be safely accommodated the driver will be told turned away.

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WORK PROGRAMME

Due to on-going enquiries taking place, the calendar associated with undertaking the work remains undefined. Hence a work programme will be supplied at a later date.

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INITIAL TRAFFIC CONDITIONS AT SITE - VEHICLE AND PEDESTRIAN PATH WIDTHS, LOCATIONS, ROUTES AND HAZARDS / RESTRICTIONS, DELIVERY RESTRICTIONS, EXISTING SERVICES THAT REQUIRE IMMEDIATE ACCESS AND CANNOT BE OBSTRUCTED, OTHER TRANSPORT e.g. BUS STOPS, TAXI RANKS

- As the delivery trucks can use the space in front of the coach house, the footway will remain open during working hours and will only be closed for a short time when there are to be deliveries
- Clear signage will be erected advising the public of site works hazard and vehicle movements
- All deliveries will be notified 24 hours in advance and banked onto and off site by a traffic marshal.
- Deliveries will generally occur within site working hours 8am to 5pm.
- Marshals will ensure protection of the public during deliveries.
- All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.



FACILITIES FOR RECEIPT OF LARGE SPECIALIST CONSTRUCTION VEHICLES / DELIVERIES AND TRAFFIC IMPLICATIONS, (PUB. & CONST):

- Deliveries will generally be via rigid lorries eliminating the need for specialist delivery and traffic implications. If, however there is the need for a low-loader type delivery (for 360 excavators) then this will be assessed separately and specifically in regards to timing, access/egress route and traffic marshalling.



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CURRENT SAFETY MANAGEMENT SYSTEMS IN PLACE – SECURITY, TRAFFIC MARSHALS, SIGNAGE, BOOKING IN SYSTEM FOR DELIVERIES:

- Access on to site will be off Eton Avenue through the main entrance security gate.
- All vehicles on to site will need to be pre-booked 24hrs in advance through Vindec Management.
- All personnel and deliveries will be required to sign in and off site. In addition, there will need to be a visitors book for all visitors to sign on and off site.
- All deliveries drivers will require full PPE when on site and a summary of site rules issued/ advised when they sign in.
- All deliveries will be received by a Traffic Marshal Banksman.
- Ensure all vehicles leaving the site carrying waste are covered to prevent pollution spread onto the public highway



EMERGENCY PROCEDURES CURRENTLY IN PLACE AND ANY FURTHER REQUIREMENTS:

- First aid provision to be provided within Project Team Offices.
- In the instance of an emergency the site management will be contacted.
- Following first aid assessment – the first aider will contact the emergency services if required.
- The nearest hospital is: The Royal Free Hospital, Pond Street, NW3 2QG



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PEDESTRIAN TRAFFIC MANAGEMENT SYSTEMS IN USE AND FURTHER REQUIREMENTS:

- All deliveries will be loaded and unloaded on site, and not on the pavement, skips will be dropped within the site boundary as close to the workplace as possible.
- Ensure all deliveries are segregated from the public through the use of Chapter 8 barriers whilst entering and exiting the site
- There is street lighting in place around the perimeter of the site providing good lighting levels.



CONSTRUCTION TRAFFIC MANAGEMENT SYSTEMS IN USE AND FURTHER REQUIREMENTS:

- The site will be fully enclosed with timber hoarding and/or existing buildings.
- A traffic Marshal will be appointed to manage deliveries onto and off site from the office.
- The site gates will remain closed at all times when not in use or manned.
- The flow of vehicles to site will be regulated so as to avoid stacking of vehicles on adjacent roads.
- Vehicles will be cleaned as required before leaving the site. Any debris on the road will be cleared immediately by the contractor. We do not envisage a requirement for a wheel wash, however this will be assessed throughout the project.
- All vehicles leaving the site carrying waste are to be covered to prevent pollution spread onto the public highway



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PUBLIC TRAFFIC MANAGEMENT SYSTEMS IN USE AND FURTHER REQUIREMENTS:

- There are no observed areas that provide a slip hazard.
- The site is generally flat.



LOADING / UNLOADING ARRANGEMENTS – FACILITIES, AREAS, SEGREGATION, CONTROL

- Deliveries will be banked in to the loading area by a traffic marshal. If deemed necessary, this will be more than one person.
- Vehicles will park adjacent to site for deliveries where possible.
- Gates will remain closed at all times other than for deliveries.
- Loading and unloading will be via a self-contained lorry lifting device. Lighter and smaller loads will be offloaded by hand.
- Delivery and material storage will be designated as shown on the logistics plan (areas yet to be defined).



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DELIVERIES

- All deliveries will be met on Primrose Hill Road by a competent Traffic Marshal, and directed on to Eton Avenue and banked into a safe position.
- The traffic marshal shall stay with the vehicle until the engine has been turned off and the vehicle secured
- Deliveries will be managed to run with the progress of works so that storage is kept to a minimum
- In the later phases of the Project, to preserve travel areas within the site, deliveries will be phased to reduce the number of vehicles unloading at any given time.
- Deliveries will not be unloaded adjacent to working areas without prior agreement from the Site Manager/ Site Health & Safety Co-ordinator. A traffic marshal will be in place to ensure pedestrian safety whilst unloading.
- There are two schools located on Eton Avenue, Sarum Hall School and Trevor Roberts School. All suppliers are to be made aware of this and must ensure their drivers are aware also, follow the agreed routes and obey current local speed restrictions of 20mph
- Deliveries will be restricted to the hours of 0930 and 3pm on weekdays during term time.

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SITE ESTABLISHMENT – ESCAPE ROUTES, FIRE POINTS, FIRST AID STATIONS, WELFARE FACILITIES

Due to the fluid nature of construction, these will be assessed upon site set up and updated accordingly.

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FINAL ASSESSMENT CHECKLIST TO BE REGULARY USED THROUGHOUT CONSTRUCTION PERIOD

ARE VEHICLES AND PEDESTRIANS KEPT SAFELY APART? YES / NO

ARE THERE SUITABLE PEDESTRIAN CROSSING POINTS ON VEHICLE ROUTES? YES / NO. NUMBER & LOCATIONS:

ARE THERE SUITABLE PARKING AREAS FOR ALL PARKING NEEDS? No parking to be permitted on site, use of public transport will be strongly encouraged.

DO THE VEHICLES AVOID SHARP OR BLIND BENDS? YES / NO.

HAS A ONE WAY SYSTEM BEEN INTRODUCED: YES / NO.

ARE THE PEDESTRIAN AND TRAFFIC ROUTES WIDE ENOUGH? YES / NO.

ARE THESE ROUTES FREE FROM OBSTRUCTIONS / HAZARDS? YES / NO.

ARE ALL ROUTES MAINTAINED? YES / NO.

ARE ALL ROUTES MARKED? YES / NO.

IS SUFFICIENT LIGHTING EMPLOYED, DAY, NIGHT AND EMERGENCY? YES / NO.

ARE FIXED MIRRORS REQUIRED, SPEED LIMITERS" REQUIRED? YES / NO. IF YES, WHERE AND WHY?

HAVE WE BEEN ABLE TO ENSURE THE QUALITY OF THE VEHICLES AND PLANT EMPLOYED ON SITE? YES / NO.

DO WE NEED TO PROVIDE WET WEATHER PROTECTION FOR DRIVERS WHILST LOADING / UN-LOADING? YES / NO.

ARE THERE SUFFICIENT ESCAPE ROUTES FROM LOADING AREAS? YES / NO. ARE THESE MAINTAINED? YES / NO?

HAVE THE TRAFFIC OPERATIVES RECEIVED APPROPRIATE TRAINING? YES / NO. CERTIFICATES SIGHTED? YES / NO.

CAN NON-ESSENTIAL STAFF BE REMOVED FROM TRAFFIC AREAS? YES / NO?

ARE BANKSMAN EMPLOYED WHEN APPROPRIATE? YES / NO? ARE THEY USING AN APPROVED SYSTEM OF COMMUNICATION? YES / NO.

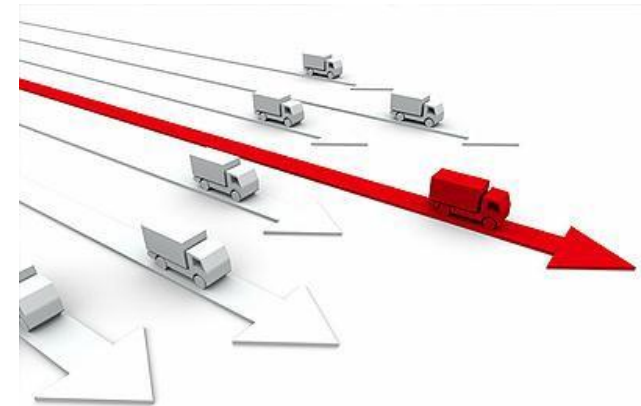
ARE VEHICLES MANAGED ON AND OFF SITE? YES / NO. KEY RETENTION CONTROLS EMPLOYED? YES / NO.

VEHICLE SELECTION – SIZE, TYPE, VISIBILITY, WARNING DEVICES, OUTRIGGERS ETC:

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TRAFFIC MANAGEMENT - GENERAL

- Deliveries are to be pre-booked in advance. Failure to comply could lead to deliveries being turned away.
- Unloading of vehicles must be supervised at all times.
- Vehicles must follow the one way system as per this plan.
- Vehicle reversing should be avoided at all times.
- Articulated lorries will not be permitted.
- Due to restricted storage space, deliveries should be small and regular and timed to suit the programme.
- Materials should be delivered straight to the workplace at the earliest opportunity.
- Deliveries: see section on deliveries above.



Note:

The contents of this plan will be advised to all site personnel during their pre-start inductions which will include but not be limited to the need to adhere to the speed limits, use of the dedicated access and egress routes, no parking will be available on site