

746-748 Lordship Lane

Outline Construction Logistics Plan

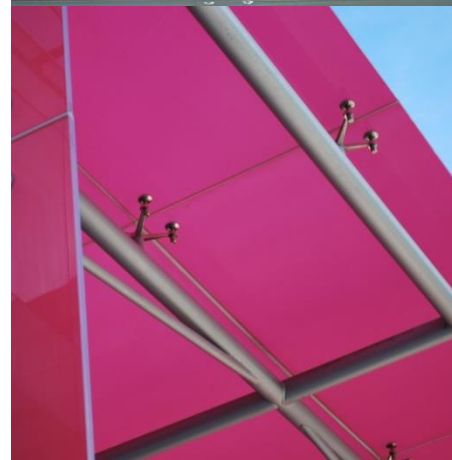
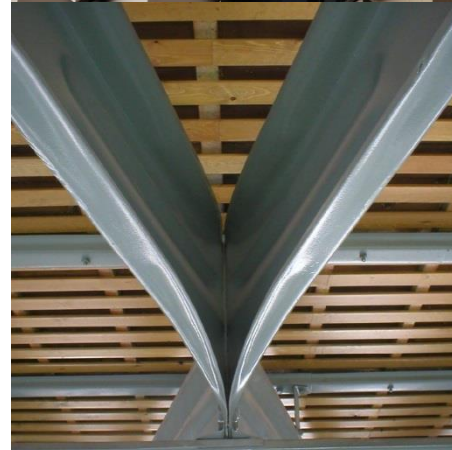
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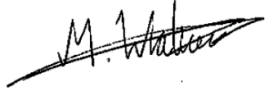
Site Address: 746-748 Lordship Lane, Wood Green, N22 5JU



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1.0 Introduction

1.1 Project Overview

- 1.1.1 Curtins has been appointed by Mr M Topkaya to provide an Outline Construction Logistics Plan (CLP) to support a planning application for the redevelopment of 746-748 Lordship Lane in the London Borough of Haringey (LBH). The project includes the refurbishment and part extension of the building to provide residential accommodation on the upper floors.

1.2 CLP Objectives

- 1.2.1 The purpose of this CLP is to identify and subsequently mitigate any traffic or highways issues that may arise relating to the construction of the development site. This assessment addresses the requirements of both construction and operational traffic throughout the construction programme. The report is delivered within the framework provided by Transport for London's 'Construction Logistics Plan Guidance' to reduce *'the negative transport effects of construction work on local communities, residents, businesses and the environment'*.

- 1.2.2 Some of the key objectives of the CLP include:

- Reduce emissions due to construction traffic;
- Improve vehicle and road user safety; and,
- Reduce congestion and construction related vehicle trips.

- 1.2.3 It provides details on the nature of the development, site access arrangements and the volume and type of traffic generated by the site. This information is provided alongside operational details such as construction site opening times, timescales for delivery and any required mitigation measures.

1.3 Site Context

- 1.3.1 The development site comprises a vacant terraced building located immediately to the east of Wood Green underground station that was formally occupied by Barclays Bank. The site is bound to the south by Lordship Lane and a private car park also owned by the applicant to the north that is used by a taxi firm for parking. The private car park is accessed from Berners Road and Hardy Passage, both of which are under public ownership.

- 1.3.2 **Figure 1.1** below identifies the site location within the context of the surrounding area.

Figure 1.1 - Site Location



1.4 Proposed Development

- 1.4.1 The development proposals would see the conversion of the first-floor office use into a two-bed flat along with an extension to the rear to provide two one-bedroom flats. The second floor would also be converted to a two-bedroom flat along with an extension for a further one-bedroom flat to the rear. The top floor has an existing flat in the roof and an additional new flat is being proposed in the new roof space.

1.5 Construction Management Details

Table 1.1 - Construction Management Details

Site Address	746-748 Lordship Lane London Borough of Haringey N22 5JU
Contractor & 24hr Contact Information	TBC Post Planning
Site Working Hours	Monday to Friday (08:00 - 16:00) Saturdays (08:00 - 13:00) Sunday & Bank Holidays (no works)
Estimated Programme Length	May 2023 - January 2024

1.6 Document Structure

1.6.1 The remainder of the CLP structure is outlined below, and includes the following sections to meet the requirements of a Transport for London (TfL) compliant logistics plan:

2. Site Context, Considerations & Challenges
3. Construction Programme & Methodology
4. Vehicle Routing & Access
5. Mitigation Strategies
6. Construction Vehicle Trip Generation
7. Monitoring

2.0 Context, Considerations & Challenges

2.1 Policy Context

- 2.1.1 A number of policies have informed the development of this CLP which seeks to minimise the impact of construction works on both local highway network and nearby communities. A non-exhaustive overview of the considered policy is included below.

TfL Construction Logistics Plan Guidance (2017)

- 2.1.2 The revised 'Construction Logistics Plan Guidance' (July 2017) provides a robust framework from which to produce an effective CLP and the principles set out within this document have been incorporated where appropriate to ensure a compliant plan. This guidance sets out four main goals of a logistics plan, which aims to reduce:

- *"Environmental impact: Lower vehicle emissions and noise levels*
- *Road risk: Improving the safety of road users*
- *Congestion: Reduced vehicle trips, particularly in peak periods*
- *Cost: Efficient working practices and reduced deliveries"*

The London Plan (2021)

- 2.1.3 The London Plan was produced by the Mayor of London to address the key transport challenges faced by London, with a particular focus on the need to encourage sustainable travel and road safety. Policy T7 addresses the requirement for a logistics plan to mitigate the impact of construction activities on the highway network and consider the impact of freight transport across the city.

The Mayor's Transport Strategy (May 2018)

- 2.1.4 The Mayor's Transport Strategy was adopted in May 2018 and sets out the transport strategy for London which is focused on the Healthy Streets approach. The document supports the policies listed in the London Plan that '*all new development proposals to demonstrate in the Construction Logistics Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes.*'

2.2 Context Maps

- 2.2.1 The site is located adjacent to Lordship Lane (A109) which connects to the Transport for London Road Network (TLRN) to the north (A406) and south (A503) via the A105 and to the east (A10).

2.2.2 **Figure 2.1** comprises a regional plan that shows the location of the construction site in the context of the highway network and the TLRN. **Figure 2.2** comprises a local plan that shows the location of the construction site in the context of the local highway and cycle networks.

Figure 2.1 – Regional Plan: TLRN

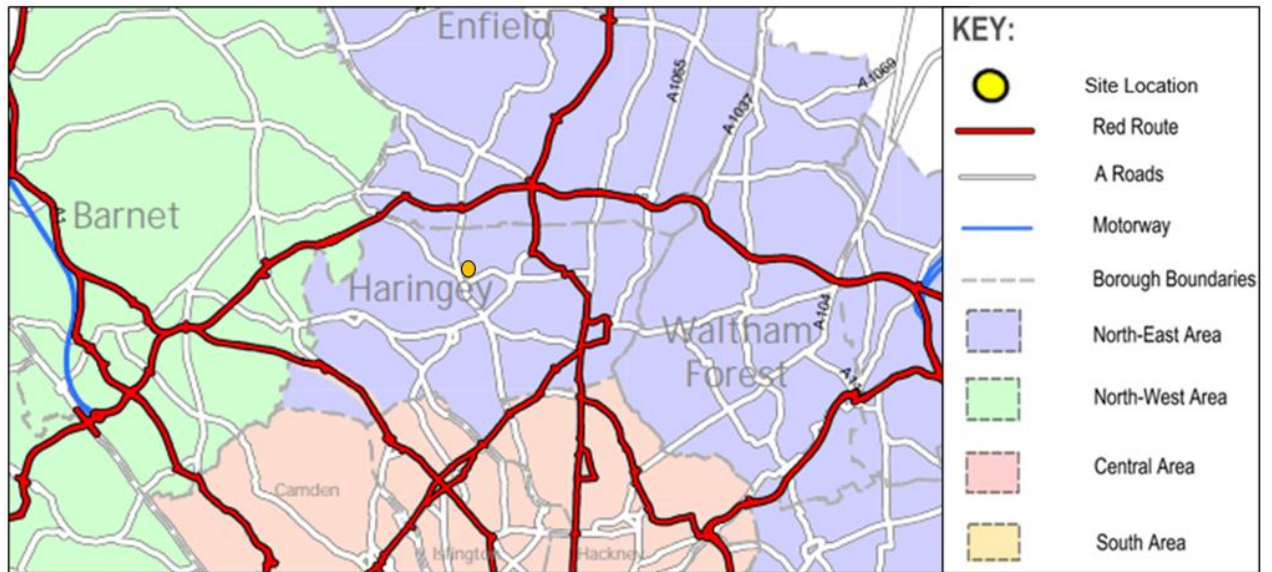
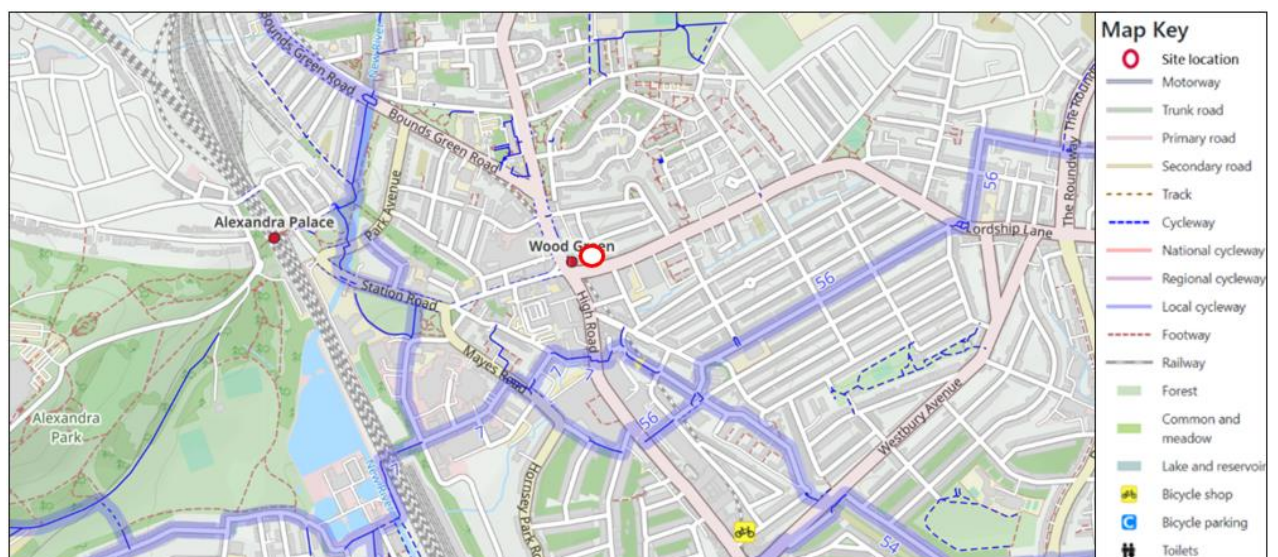


Figure 2.2 – Local Plan: Local Context



2.3 Surrounding Highway Network

Lordship Lane

- 2.3.1 Lordship Lane connects to the A105 to the west and the A10 in the east and is subject to a speed limit of 20mph. The road is formed of a single carriageway in each direction and is circa 10m wide. Either side of the road are wide footways with drop kerbs and tactile paving at crossing points. In the vicinity of the site there are double yellow lines with no loading restrictions Monday - Saturday between 8am – 6:30pm.
- 2.3.2 There is an inset lay-by adjacent to the site on the northern side of Lordship Lane containing two dedicated taxi bays and one loading bay.

Berners Road

- 2.3.3 Berners Road is a public ally maintained two-way residential through road that is accessed from Lordship Lane to the east of the site and is subject to a speed limit of 20mph. The vehicle carriageway is circa 6.0m wide with intermittent permit holder on-street parking bays that reduce the effective carriageway width to circa 4.1m.
- 2.3.4 Berners Road provides access to Hardy Passage and the private car park to the rear of the site that is under the applicant's ownership. The private car park also benefits from a historic access directly from Berners Road for which the vehicle crossover still exists.

Hardy Passage

- 2.3.5 Hardy Passage is former privately owned backstreet that is now publicly maintained. The road functions as two-way, is circa 4.0m wide and serves the residential properties along its frontage. The private car park to the rear of the building is directly accessed from Hardy Passage.

2.4 Public Transport Accessibility

- 2.4.1 Public Transport Accessibility Level ('PTAL') is a measure of accessibility from a point of interest (i.e. the site) to the local public transport network. This measure takes into account the walk access time to a station or stop as well as the wait time and reliability of local transport services. The rating of accessibility is a grade from 1–6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.
- 2.4.2 The site is located in a PTAL score of 6B, the highest possible score.

2.5 Local Considerations

- 2.5.1 The site is located in Wood Green, with predominantly residential areas to the north and east and retail to the west and south.
- 2.5.2 Due to the small scale of the proposals, it is not expected that the surrounding area would see any negative impacts as a result of the construction works, however, information relating to the logistics management of the site will be shared to ensure any mitigation necessary can be set in place.
- 2.5.3 There will be delivery restrictions in place during the AM and PM peak periods to avoid disruption. If any temporary disruption is likely to occur, early engagement with local residents and organisations will ensure appropriate measures are introduced to ensure that users can access the site without safety issues. The Construction Logistics Manager will also share information with nearby existing land use in relation to the development to maximise safety for those travelling by the site.
- 2.5.4 Other community considerations include the nearby Wood Green Underground Station. Communication and consultation will be undertaken with Wood Green Underground Station where necessary to ensure the works do not negatively impact on these facilities. It is not expected that the construction works will result in any disruption of this site.

3.0 Construction Programme & Methodology

3.1 Construction Programme

- 3.1.1 The estimated start date for this program of works is May 2023 with an assumed completion date of January 2024. **Table 3.1** below provides an overview of the construction programme for each development and has been produced based on the CLP logistics plan tool provided by TfL. **Table 3.1** is also included to provide an overview of the anticipated construction programme.

Table 3.1 – Construction Programme Description

Construction Phase	Description	Length	Operatives
Site Set Up	Set up of welfare cabins in the rear car park. Majority of internal strip out already complete other than removal of fire escape stairs, internal partitions etc.	2 weeks	2
Superstructure	Construction of timber framed walls and roof to upper two floors at rear including cladding.	10 weeks	6
Internal Fit Out	Kitchens, bathrooms, decorations etc.	10 weeks	6
Finishing	Testing and commissioning	3 weeks	2

3.2 Workforce

- 3.2.1 The maximum number of staff expected to be on-site at any given time is six during the superstructure and internal fit out phases.

3.3 Construction Compound

- 3.3.1 A site compound complete with welfare facilities will be located within the private car park to the rear of the building.

3.4 Parking

- 3.4.1 An area of the private car park adjacent to the site compound will be made available for up to two operational vehicles to park.
- 3.4.2 Staff would primarily access the site via sustainable modes of transport and occasionally car/van sharing, although this will be limited due to extensive on-street parking restrictions around the site.

- 3.4.3 There are a number of public transport interchanges within 1km of the site. Wood Green Underground Station is situated net to the site and is served by the Piccadilly line. Alexandra Palace is located within 750m. In addition, bus stops are located on within circa 20m of the site. Local suppliers will be used wherever possible to minimise the distance travelled to the site.

3.5 Delivery Times

- 3.5.1 The following section details the anticipated working hours of the site and restriction of delivery times imposed on large deliveries. Furthermore, times have been identified to avoid deliveries to the during the AM and PM peak periods.

Working Hours of the Site:

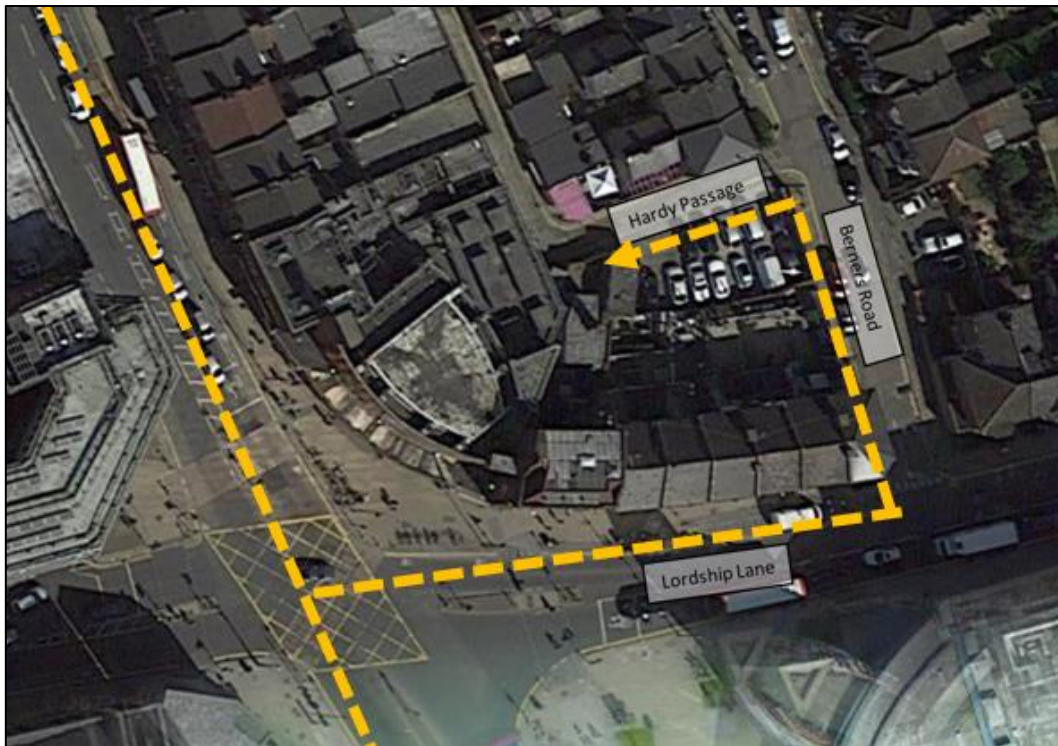
Monday to Friday:	08:00 – 16:00
Saturday:	08:00 – 13:00
Sunday and Bank Holidays:	No works

4.0 Vehicle Routing & Access

4.1 Routing Strategy

- 4.1.1 The delivery of plant and materials would take place from within the private car park to the rear of the site which is accessed directly from Hardy Passage. Maps of routes to the site will be provided to all sub-contractors within contract orders.
- 4.1.2 It is anticipated that construction traffic would approach the site from the A105 which provides access to the TLRN. The proposed construction vehicle routing from the TLRN is shown in **Figure 4.1**.

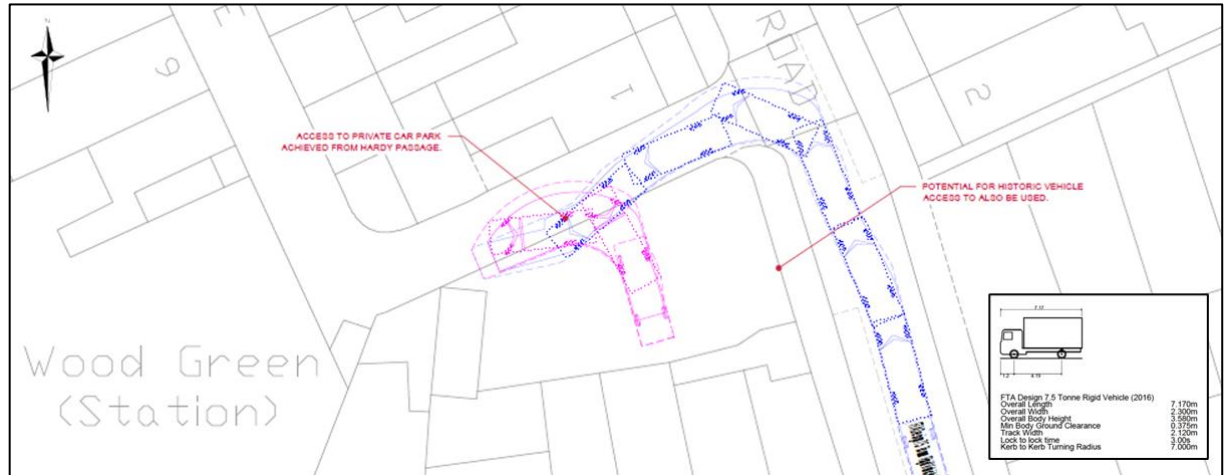
Figure 4.1 - Construction Traffic Access



- 4.1.3 The majority of deliveries would be undertaken by small vans and trucks given the scale of the construction works. A delivery schedule would be implemented to avoid unscheduled vehicles arriving ad-hoc. All drivers would be briefed prior to making deliveries to ensure they adhere to the permitted routes outlined above.

4.2 Accessing the Site

- 4.2.1 The vehicle tracking of a 7.5t rigid truck accessing the car park from Hardy Passage is shown in **Figure 4.2** and provided in full at **Appendix A**. There would be space for up to two operative vehicles to park on-site.

Figure 4.2 – Swept Path Analysis: 7.5t Rigid Truck

- 4.2.2 In order to minimise the potential for conflict between construction vehicles and vulnerable road users, the site access will be monitored during deliveries.
- 4.2.3 All unloading/loading for materials and storage will take place within the private car park. Where operationally possible, typically large deliveries will be undertaken during off-peak periods to minimise impact on the surrounding road network.
- 4.2.4 A notice board will be located at the site access which identifies the site manager including contact details and a 'Considerate Constructors' contact telephone number.

4.3 Communication

- 4.3.1 When sub-contractors are appointed and materials are ordered, clear instructions will be issued to the suppliers to ensure they know any relevant delivery restrictions and routes to access the site. Verbal and written briefings will be provided to all suppliers, contractors and visitors, noting restrictions or terms that are applicable to them. This information will help reduce any impact of the works on the surrounding highway network.
- 4.3.2 Temporary provisional directional signage (AA style or any similar approved format) will be installed and maintained by traffic management agent to highlight the access arrangements.

5.0 Strategies to Reduce Impact

5.1 Planned Measures

5.1.1 **Table 5.1** provides a suite of measures which could be implemented by the contractor to achieve the objectives of the CLP.

Table 5.1 - Planned Mitigation Measures

Planned Measures	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards	✓		
Adherence to designated routes	✓		
Delivery Schedule	✓		
Re-timing for out of peak deliveries		✓	
Re-timing for out of hours deliveries		✓	
Use of logistics and consolidation centres		✓	
FORS accredited suppliers / contractors		✓	
Material Procurement Measures			
Re-use material on site		✓	
Smart procurement		✓	
Encouraging Sustainable Freight			
Freight by river			✓
Freight by rail			✓
Other Measures			
Nuisance & mitigation measures	✓		
Collision reporting	✓		
Staff Travel Plan			✓
Community engagement	✓		
Wheel wash facilities			✓
Dilapidation survey			✓

5.2 Measures Influencing Construction Vehicles and Deliveries

Safety & Environmental Standards & Programmes

- 5.2.1 The development is committed to ensuring compliance with safety measures and standards as set out by this document.
- 5.2.2 All internal project management, safety and sustainability procedures will be implemented at the site and communicated with all sub-contractors and third parties. Site operatives will manage vehicle movements in and out of the site and record any operational incidents.
- 5.2.3 The main contractor and their subcontractors will be required to adhere to several contractual agreements, in line with TfL's CLP Guidance for Developers. The main contractor will be required to comply with TfL's 'Standard for construction logistics: Managing work related road risk (WRRR)'.

Adherence to Designated Routes

- 5.2.4 All construction related traffic and deliveries will be carefully managed to ensure that journeys to and from the site adhere to agreed routes along the TLRN. These routes have been produced to minimise conflict with other users of the site and reduce the impact of the works on the surrounding highway network and local communities. The movement of pedestrians and cyclists both within the site and surrounding the site have particularly been considered in establishing these routes.
- 5.2.5 Copies of the route plan will be given to all suppliers and sub-contractors to ensure drivers are aware of the designated route. This will be supplemented by on-site briefings which will further enhance this understanding.

Delivery Schedule

- 5.2.6 The main contractor will adopt a (DMS) Delivery Management System, which all deliveries must be booked in on. The system will be used by any company that wants to make a delivery or collection to/from site.
- 5.2.7 Delivery scheduling will not be limited to receiving material deliveries into site, but will be fully coordinated with all materials, waste and plant & equipment leaving site. Hard copies of daily delivery schedules will be displayed at prominent locations e.g., provided at the gate/off-loading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another.

- 5.2.8 This system will enable the main contractor to manage the number, rate and frequency of all deliveries collections, this will enable the main contractor to manage deliveries across the day and regulate numbers.
- 5.2.9 The information inputted on to the system will also gather the data required for servicing and waste monitoring, i.e. type of vehicle, distance travelled, where the vehicle has come from and going to. Unloading of deliveries will be carried out during the approved working hours.
- 5.2.10 The contractor will consider various methods and tools to assist in supply chain management, such as:
- **Just in time delivery:** the delivery of materials to site 'just in time' for usage thereby reducing the need for onsite stock storage and the associated wastage of materials due to damage and theft;
 - **Reverse Logistics:** an enhanced delivery chain which allows for the return of unused goods back to the source supplier; and
 - **Demand Smoothing:** organising deliveries to site so that there are fewer peaks (associated with on site and in traffic congestion) and fewer troughs (with delivery management staff unable to carry out any activity).

Retiming for Outside Peak Deliveries

- 5.2.11 The operational efficiency and capacity of the site will be significantly increased if deliveries are co-ordinated to occur outside of the morning and afternoon peak periods. Therefore, where possible delivery vehicles will be retimed outside of the peak hours to prevent large vehicles from accessing the site during these periods. This will also minimise the impact of the site on the local highway network and surrounding communities at critical times.

Fleet Operator Recognition Scheme (FORS)

- 5.2.12 FORS is a voluntary, national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as fuel efficiency, vehicle emissions, safety and compliance. Where practical, only FORS Silver or above accredited contractors and suppliers will be employed throughout the construction phase.

5.3 Material Procurement Measures

Measures for Disposal / Storage of Waste

- 5.3.1 There will be a centralised point for collection of waste removal (skips or bin location) within the rear car park. Skips will be collected and segregated at the plant. Daily inspections and ownership of areas by site management will ensure housekeeping and safety is managed appropriately. Disciplinary procedures will be documented in the subbie orders.

Re-use of Material On-site

- 5.3.2 The re-use of materials on site will be implemented at all available opportunities to minimise the number of deliveries required at the site.

Smart Procurement

- 5.3.3 All measures will be undertaken during the procurement stages to ensure that the impact of the works is minimised. Contractors will be partially selected upon their use of local staff who can travel to the site via public transport, walking or cycling. Suppliers within the local supply chain will also be used wherever possible to minimise the transport of goods and deliveries to the site. It will also be explored as to whether there are opportunities to source materials from suppliers who are working on nearby sites.

5.4 Measures to Encourage Sustainable Freight

- 5.4.1 There are no opportunities in the vicinity of the site to transport freight by water or by rail.

5.5 Other Mitigation Measures

Nuisance & Mitigation Measures

- 5.5.1 The following measures will be used to control noise, dust and vibration:
- Works plant and equipment will comply with the Noise at Work Regulations 1989.
 - Skips and removal vehicles will be covered when leaving site.
 - All materials removed from site will be recorded via a ticket system to ensure the disposal is tracked.
 - All vehicle movements to and from the site will be to a pre-approved route to minimise air quality issues and all vehicles will be required to comply with low emissions requirements and will be registered with FORS Silver or above where practical.

Collision Reporting

- 5.5.2 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the project manager and any relevant parties.
- 5.5.3 Within 15 days of the contract variation date, the contractor shall provide the authority with a collision report. The contractor shall provide the authority with an updated collision report on a quarterly basis and within five working days of a written request from the authority.

Community Engagement

- 5.5.4 A leaflet drop will take place to include local residents and businesses within the immediate vicinity of the site, informing them of upcoming works and which areas will be affected. It will also provide a named point of contact within the contractor team to address any queries during the construction period.

Footway Management and Hoarding Arrangements

- 5.5.5 All construction works will be secured with plywood hoarding approximately 2.4m in height. Hoarding will also be designed to prevent collapse in adverse weather.
- 5.5.6 Hoarding will be adequately lit in order to maintain suitable movement for pedestrians and discourage antisocial behaviour / petty crime, whilst minimising obstruction to visibility splays.
- 5.5.7 All hoarding will be inspected regularly and maintained throughout the construction programme. All repairs and graffiti will be dealt with immediately.

Dilapidation Survey

- 5.5.8 A full and detailed Dilapidation Survey will be undertaken to form the initial highway condition record and shared with Highways Officers at LBH prior to works commencing on site. Any damages or defects inadvertently caused on the public highway recorded during the construction period will be repaired by the contractor to standards required by LBH or be reported for further investigation/solution.

5.6 Minimising Waste

- 5.6.1 All reasonable measures will be employed to reduce waste produced by construction operations, following are the main controls:
- Packaging take back schemes will be used with major material suppliers (cladding, steel etc.);
 - Good material storage facilities will be provided away from plant and vehicle movements;
 - Off cuts will be stored to be considered for reuse before being placed in skips;
 - Detailed designs will consider the use of standard sizes of materials wherever practicable; and
 - Water will be recycled and allowed to evaporate as far as possible.

5.6.2 The project is currently subject to final design and specification so not all detailed waste types are known at this stage; however, the following is expected:

- Packaging (metal, cardboard, paper, timber and plastic);
- Empty CoSHH material containers (detail to be confirmed following final design);
- Timber;
- Concrete wash water;
- Plasterboard;
- Material off cuts (metal, insulation, concrete, brick); and
- Office waste (paper, ink cartridges, food and packaging, metal, glass).

5.6.3 All waste will be stored in appropriate containers (skips, 1100 litres bins or sealed metal containers for special waste) and sited on hard standing away from vehicle movements and drain gullies. Wherever practicable, containers will be provided to segregate the following waste types:

- Mix of dry recyclable waste (paper, cardboard, plastics);
- Glass;
- Metal;
- Timber;
- Plasterboard;
- Concrete wash water;
- Hazardous Waste (containers with hazardous residues, aerosols, ink cartridges); and
- Mixed residual waste (insulation, brick, concrete, containers with non-hazardous residues).

6.0 Construction Vehicle Trip Generation

6.1 Introduction

- 6.1.1 The proposed construction works are small scale and would have a very limited impact on the local highway network.
- 6.1.2 The proposed vehicle trip generation during peak construction is expected to be circa 10 vehicles a day and would primarily consist of small vans given the nature of the construction works.
- 6.1.3 The peak number of staff commuting to site during the construction is six. There is no staff car parking on site, therefore, staff are expected to travel to site via public transport, walking or cycling. Thus, having a non-material impact on the local transport network.
- 6.1.4 The site is highly accessible via public transport and is on key bus routes as well as London Underground and Overground routes.

7.0 Implementing, Monitoring & Updating

7.1 Implementing

- 7.1.1 The main contractor is responsible for implementing the CLP and for ensuring it is kept up to date as the construction progresses.
- 7.1.2 They and their subcontractors will be required to adhere to several contractual agreements, in line with TfL's CLP Guidance for Developers. The main contractor will be required to comply with TfL's 'Standard for construction logistics: Managing work related road risk (WRRR)'.

7.2 Vehicle Safety

- 7.2.1 The contractor shall ensure that any van it uses to provide services shall carry a prominent sign or signs to warn cyclists of the dangers of passing the vehicle on the inside.
- 7.2.2 Any vehicle more than 3.5t must have side guards; close proximity sensors; rear cyclist warning signs; Frensel lens or CCTV; driver licence checks and driver safety training.
- 7.2.3 The contractor shall ensure any subcontractors operating car-derived vans, vans and lorries, comply with the safety clauses as if those subcontractors were party to its contract.

7.3 Driver License Checks

- 7.3.1 The contractor shall ensure its drivers have a driving licence check with the DVLA before starting deliveries and that checks are repeated in line with either the following risk scale, or the contractor's risk scale, provided that the contractor's risk scale has been approved in writing by the authority within the last 12 months:
 - 0 - 3 points on the driving licence – annual checks
 - 4 - 8 points on the driving licence – six-monthly checks
 - 9 - 11 points on the driving licence – quarterly checks
 - 12 or more points on the driving licence – monthly checks

7.4 Driver Training

7.4.1 The contractor shall ensure its drivers who have not undertaken:

- Approved driver training (or training, which in the authority's reasonable opinion, is an acceptable substitute) in the last three years, undertakes approved driver training or the substitute training within 60 days of the start of the contract.
- A FORS e-learning safety module in the last 12 months, undertakes a FORS e-learning safety module (or e-learning, which in the authority's reasonable opinion, is an acceptable substitute).

7.5 Failure to Comply

7.5.1 If the contractor fails to comply with WRRR requirements and other undertakings contained in the CLP the contractor has committed a material breach of contract. The authority may refuse the contractor, its employees, agents and freight vehicles entry onto any property that is owned, occupied or managed by the authority for any purpose (including, but not limited to, deliveries).

7.6 Noise / Dust / Vibration Monitoring

7.6.1 Noise dust and vibration will be carried out to the BS5528. A full noise, dust and vibration strategy will be developed to assess and carry out all the monitoring.

7.6.2 A programme for noise and vibration monitoring will be undertaken and agreed with LBH and TfL prior to the commencement of works on-site. If complaints arise, these will be investigated immediately, and appropriate action taken. Wherever possible, plant and equipment will be switched off when not in use.

7.7 Servicing Monitoring

7.7.1 The main contractor will monitor servicing through the Delivery Management System (DMS). This will monitor the number and types of vehicles that service the site. Which will also help to monitor CO2 emissions associated with the construction site.

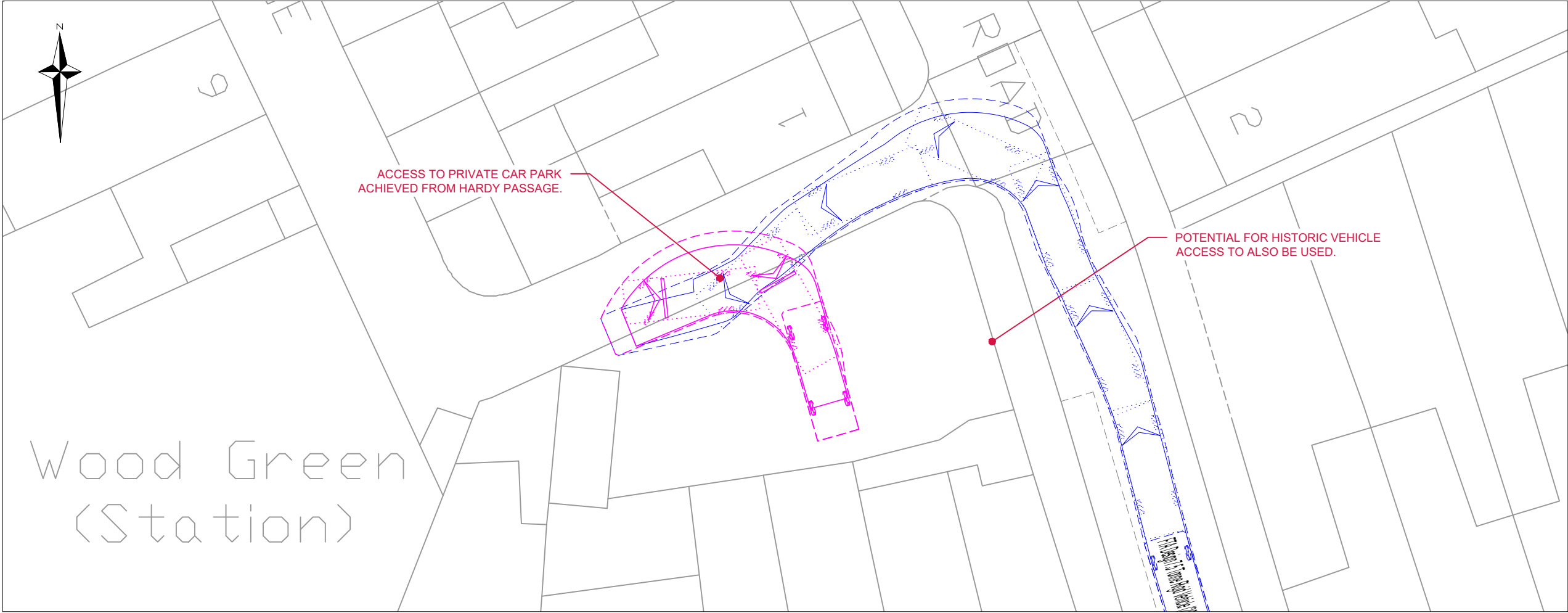
7.7.2 The Main contractor will ensure that all plant and equipment, including any which may be on hire, is well maintained, properly silenced, and used in accordance with the manufacturer's instructions and BS 5228. All non-road mobile machinery (NRMM) is to use ultra-low sulphur tax-exempt diesel (ULSD) where available. NRMM of net power between 37kW and 560kW operated in LBH will be required to meet specific standards. This will apply to NRMM engines for both Nitrogen Oxides (NOx) and all machinery between 37kW and 560kW will be registered on the NRMM on-line register.

7.8 Reporting

- 7.8.1 Monitoring reports for every aspect of construction as set out in this section of the CLP will be produced and made available to LBH and TfL. Where targets have been set the reports will review if the target has been met. If targets are not met the main contractor will discuss the appropriate course of action with TfL following their receipt of the monitoring reports.

8.0 Appendix

Appendix A – Swept Path Analysis



VEHICLE ENTRY



VEHICLE EXIT

GENERAL NOTES

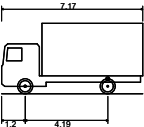
1. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
4. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
5. FOR SPECIFIC NOTES REFER TO DRAWING.

SOURCE: OS Mapping

KEY

- FORWARD GEAR
- REVERSE GEAR

VEHICLE PROFILE



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

P01	INITIAL DRAFT ISSUE	21/10/22	AT	MW
Rev:	Description:	Date:	By:	Chkd:



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INFORMATION

Project:
**746-748 Lordship Lane
Wood Green**

Drg Title:
**Swept Path Analysis
7.5t Box Van**

Scale:	Size:	First Issue:	Drawn:	Checked:
1:250	A3	21/10/22	AT	MW

Drg No:	Rev:
82521-CUR-00-XX-DR-TP-05001	P01

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