

**Construction Traffic Management Plan**

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***44/46 Hampstead lane*****ACSL CONSTRUCTION TRAFFIC MANAGEMENT PLAN****[ Ref: *AC.44/46.CTMP* ]**

Harrison Varma Projects

Rev A

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## Construction Traffic Management Plan

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### Introduction

This document sets out the control measures to be utilised by Harrison Varma Projects to control to acceptable levels the impact from construction traffic generated by the proposed site at 44/46 Hampstead Lane, Highgate. N6 4LL.



Plan showing boundary (apx) in red.

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### Description

The proposed works involve demolition of existing buildings of standard masonry construction and construction of a new build residential care home, the works are to be executed simultaneously. The site is situated on Hampstead Lane and has a wide frontage with generally good access onto a straight stretch of the road. With construction projects of this nature it is vital that sensible planning and control measures are in place from the outset to control the impact from the construction activities. Construction planning needs to consider the environment to a similar level as the building life design. Noise, dust and traffic are key headings but pollution and waste can easily be controlled with some simple measures that are now common practice on construction sites where reputable contractors are engaged. This document deals specifically with the highways and the methods used to control the impact to acceptable levels to avoid nuisance and complaints from neighbours. Please refer to the Community Strategy for details of how the site team will communicate with the neighbours.

### Program

Works on site are expected to take up to 2 years. Enabling and demolition will take around 2 months, groundworks 4 months, superstructure 6 months, fit out 10 months, landscaping 4.

Normal working hours on site during this time will be;

Monday – Friday 8:00AM – 6:00PM, Saturday 8:00AM – 1:00PM.

Deliveries will be scheduled and only accepted between;

Monday - Friday 08:00AM – 17:30PM, Saturday 08:00AM – 12:30PM

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### Key principles

Building new does not mean throw away and start again. The areas of demolition will produce hard core and concrete. This can be used for the formation of hardstanding and piling mats. The advantage is not exporting waste and not importing all the aggregate needed for subbases. This dramatically saves on vehicle movements as it is recycling at source. With careful planning the base can stay permanently beneath parts of the new development. During the construction phase the site roadway will need continual maintenance to keep level and stay as a drained base, by avoiding vehicles driving through mud and with careful cleaning of the road wheel washing is not necessary. The benefit of not exporting and importing could show an expected reduction of traffic movements in the order of 30% to 40% in the early stages of the project.

Back loading will be adopted wherever possible as deliveries of bulk loads will inevitably be required. By scheduling some of these with licensed waste carriers the return trip can be made with a waste load. This will be useful in the early stages where traffic movements are potentially higher than later in the build.

Waste segregation procedures will be covered in the detailed CMP, this will identify waste streams for recycling and will mean better control of waste volume by compaction and grading of certain waste streams for transport to local transfer stations for recycling, this will reduce the number of vehicle movements associated with the site.

### Access

Manned access gates will be used for all vehicle access to and from the site, during the construction phase these will be in the same location as the existing crossovers, a separate pedestrian entrance will be formed for staff and visitors to the site. The traffic generated by the development will be controlled by the implemented plan. This plan is designed to reduce the impact of construction traffic on the local highways by ensuring that deliveries enter and exit the site in a coordinated, respectful and controlled manner throughout the day, and where possible to avoid peak times to avoid causing delay and disruption to other road users. A travel plan based on local knowledge will be issued to all suppliers and contractors to inform drivers without local knowledge of the best route to avoid the common scenario of large vehicles attempting to turn into unsuitable roads. The route from the A1 trunk road to site is clearly marked on a map that will be issued to all hauliers and suppliers.

Strict instructions outlining the procedure for minimum disruption deliveries, including details of financial penalties for non-conforming suppliers, will be issued as part of the contract documentation to contractors. This will include map with route, no go areas for vehicles of a certain size, times, behavioural code and a copy of the delivery acceptance procedure.

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View of site looking towards The Bishops Avenue

**Safety and the public**

Members of the public will be warned of the risk of vehicles by prominent signage in an industry standard format, the entrance gate ways will be profiled to afford the drivers a good view of the footpath and roadway when exiting the site. Trained traffic marshals will be employed an hour before site opens to avoid vehicles queuing and causing obstructions, during working hours they will direct and control traffic in and out of the site onto the site roadway which will be designed to enable vehicles to drive in, unload/load and drive out to avoid vehicles reversing in or out of site. Some marshals will be retained throughout the duration of the contract, previously where this has happened, they have become known to locals, dog walkers and neighbours who walk the same route. This prominence and familiarity results in a pride in the workplace, in this case the front of the site, with a positive result for all.

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View of site looking towards Highgate

**Estimated number of HGV vehicles**

|                            |                  |
|----------------------------|------------------|
| Excavated inert material   | 200 (20 t loads) |
| Soft strip from demolition | 10 (skip load)   |
| Imported aggregate         | 40               |
| Concrete                   | 150 (ready mix)  |
| Miscellaneous              | 650              |

Total                      1050 /520 (days on site) = 2 per day. (peak expected at 20 per day)

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The peak will occur in the early stages where the site traffic could approach one vehicle every 15 minutes. Considering the average traffic flow in Hampstead Lane there will be little noticeable

impact. As the site has a wide frontage and broad entrance it is expected there will not be any congestion caused by vehicles waiting on Bishops Avenue, traffic marshals controlling the vehicle movements will ensure the vehicles leave site without traffic flow disruption.

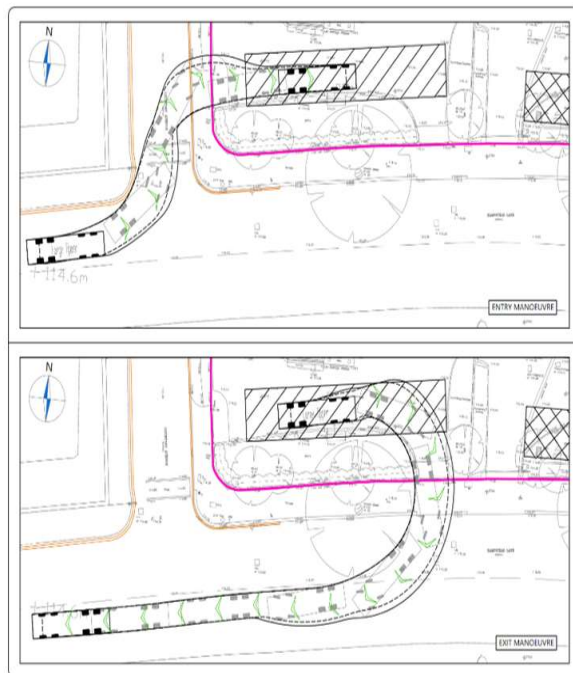
### Environmental controls

Mud on roads, where not expected, can cause a major hazard for motorists, cyclists and pedestrians and washing the highway down with water only results in the blocking of drain gullies. During the groundworks stage mud and other contaminants can easily become transferred onto the highway and footpath via the wheels of exiting vehicles, control of mud is most effective at source although provision of a wheel wash station is often considered as an option where tight site constraints negate the option of a crushed haul road and loading area. The issue arises when a breakdown or maintenance overrun occurs meaning the site cannot import or export any product or waste, these are therefore considered as a second choice. The traditional site roadway formed using compactable material, often from demolition spoil, is the best method passive method of mud pollution control, in addition the front of site benefits from concrete based driveways that present as being on good order. Where required wheel washing will be implemented and should it be required a Local lorry mounted road sweeper will be implemented, this will be able to attend site with three hours.

The map below shows the track out zone. Best efforts will be made to zero the impact, as noted above.

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Taken from Air Quality Consultants report, August '21. The plans below show tracking for 4 axle tipper.



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**NRMM**

The GLA has set limits on the polluting emissions created by site non road moving machinery (NRMM) and single speed engines used in construction activities, such as generators. The standards are prescriptive.

The Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999, as amended, and the various GLA publications have been used in preparation of document.

The current emission standards for Hampstead Lane are set as class 111B. The area is not noted as being in one the various Development Zones within Greater London. In January 2025 the standard will change to IV and will apply to all NRMM variable speed equipment used on site and that class V will apply to all fixed speed (generators etc.). The site is to be registered on the NRMM London website with details of machinery to be added as they are available. It should be noted that variable speed equipment will be selected to meet the stricter 111A as a minimum.

The requirements are statutory and enforceable by law, this document is produced only to remind those responsible for running site of that fact.

The site/s are to be registered on the NRMM website, as construction machinery is brought to site it will be registered.

**Delivery vehicles**

Deliveries must be made using compliant vehicles, see the list and images that follow for details and the rules for delivery that will be issued to hauliers and enforced by Harrison Varma.

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1. Hiab/self-unloading vehicles require appropriate verifiable test certs with serial number of machine being clear and untampered with. Proof of operator competence required on the day, evidenced by holding current and verifiable training certificate required otherwise no powered/mechanical lifting self-unloading permitted. LOLER 98 compliance required.
2. Tail lifts that are open acceptable up to 3.5T GVW, beyond this hand rails/side rails required unless the Traffic Manager notifies otherwise due to height of bed or size of lift vs. load size.
3. No Mountys or Moffetts to be used on or in the environs of site.
4. Vehicles must meet requirements in force at the time of delivery of the LEZ
5. Vehicles not meeting Euro class V (M, P, G 4) will not be permitted to unload on site.
6. Vehicles will be required to meet FORS Silver class or better, CLOCS accredited and SLS standards, this is statutory. (Class VI mirrors and side guards mandatory) see images below of a compliant vehicle. Most are now meeting this standard but any that are non-compliant will be turned away.
7. Hand rails required to all lorry beds unless load is pre-slung with certified strops for remote attachment not requiring bed access.
8. No queuing or parking in The Bishops Avenue or any other part of the public highway.
9. Vehicles will only enter site under the direction of a traffic marshal



Above shows side indicator warning when blind spot turning, below a close up of the sounder

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Above shows mirrors required, below full side rails

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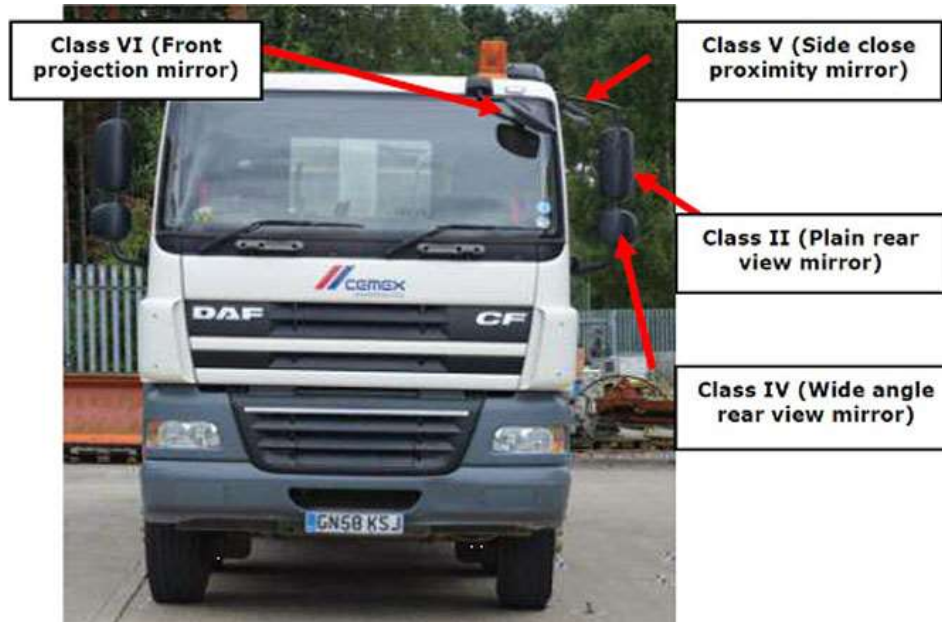
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Above is the illuminated cyclist warning sign on the LHS. Note the FORS silver class signage on the RHS. Below the different mirror classes are explained

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Below are images of FORS gold class vehicles, NS cyclist and pedestrian protection is enhanced.



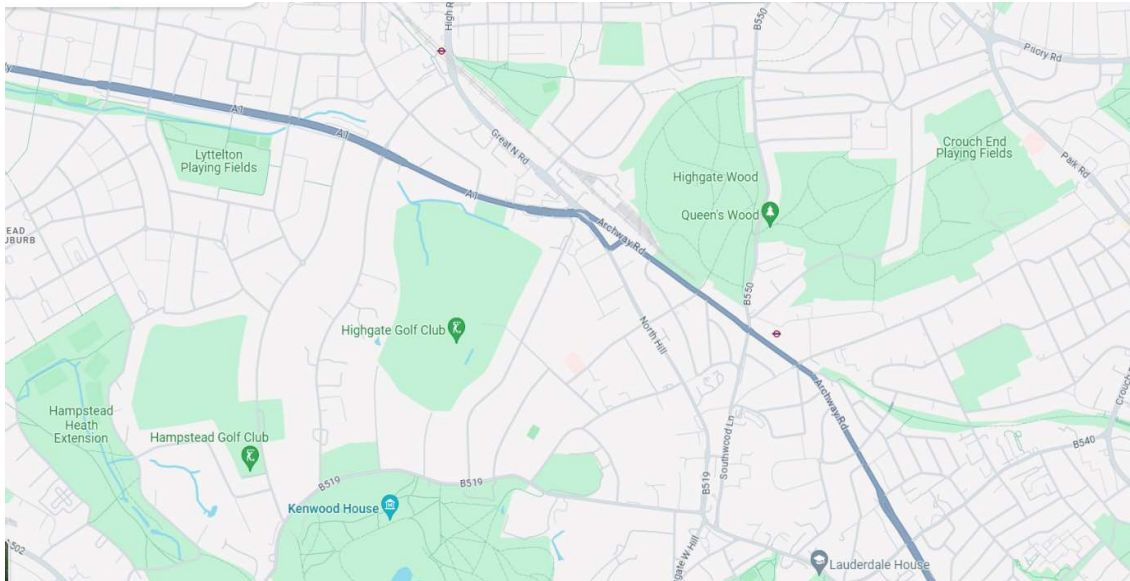


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### Lorry/HGV route map

Route shown from M1/A406/A41 and A1 to site (shown from A406/A1 junction) . No other access routes are expected or allowed to be used by site traffic.



### Waiting/holding area

Peak time deliveries are to be avoided where possible, this will require the booking in of deliveries and the “calling on” of loads into site, to assist in the process the relevant hauliers will be advised to use one of the following vehicle parks should their vehicles be ahead of the allotted time for delivery or if they have missed a slot, thereby allowing them to await call on at the next available time

South Mimms Services

Prince Charles Drive Hendon NW4 3 FP

M S Car Park Ltd London N4 2 DD

Parking-Here.Com London NW3 5EJ

Hale Parking London N17 6PG

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**Site operatives commuting**

It is intended to offer free tea and coffee to all operatives who commute to site using public transport or who cycle to work as well as lockers being made available to these groups so they have secure storage on site for their personal belongings. There will be secure cycle storage on site for the free use of site operatives who choose to cycle. Van share will be encouraged where trades cannot travel by public transport, due to the need to carry extensive tools etc.

**Site plan showing proposed layout/access**

As per tracking plan for traffic. Site layout TBC

**Summary**

The methods described are tried and tested, despite this constant monitoring by a section manager to produce a report for the senior site management will result in early detection of any issues likely to cause concern. Safety and the environment have been considered and impact controlled to acceptable levels. Past experience has shown the methods used to be robust and unlikely to cause complaint.