# Traffic Management Plan

| **Site Details** | |
|---|---|
| **Site Address:** | Torridon Car Park,<br>Andover Place,<br>London,<br>NW6 5HP |
| **Contract number:** | 050509 |
| **Proposed start/end dates:** | Enabling Works: June 2021 to August 2021<br>New Build & Main Works: August 2021 to December 2022 |
| **Days of the week open** | **Site hours** |
| Monday - Friday | 08.00 – 18.00 |
| Saturday | 08.00 – 13.00<br>**Note:** No piling, excavation and demolition on Saturdays, Sundays, bank holidays and public holidays |

| **Version** | **Prepared by** | **Date** | **Revision Comments** |
|---|---|---|---|
| Rev 00 | Ramin Rad | 09/02/21 | Draft |
| Rev 01 | Ramin Rad | 10/03/21 | Changes following SEMP document updates. Such as traffic management plan & programme dates. |
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| **This traffic management plan has been issued to the following:** | | | |
|---|---|---|---|
| **Name** | **Job Title** | **Organisation** | **Date** |
| Paul Newell | S. Contract Manager | Osborne | 09/02/21 |
| Emma Bentley | Built Environment SHE Manager | Osborne | 09/02/21 |
| Simon Griffin | Client P. Manager | Westminster City Council (WCC) | 12/02/21 |
| Hudson Holt | Project Manager | Osborne | 09/02/21 |

**Introduction**

This plan sets out the traffic management proposals for the Torridon House project.

Torridon House Residential Development works include the design and construction of 21no C3 (residential) dwellings, re-provision of storage units, car and cycle parking, landscaping,, access gates and boundary treatment. This site is part of WCC Package (Batch) B projects.

The site is located on Andover Place, opposite Torridon House and bordering Naima Jewish Preparatory School to the north. The Dibdin House Estate is also located to the east of the site. The site is currently occupied by 37 car parking spaces and 52 storage sheds at the periphery, as well as an existing electric substation.

Controlling the risks arising from the use of the vehicles in construction work is essential and further information can be found in the Osborne procedure, guidance and toolbox talk on iGo as shown below:

**GSP/P&E/002.1,SGN/P&E/003 and STB/P&E/002**

**Hierarchy of Control Measures for Reversing Operations**

In considering vehicle access to this project the hierarchy of control measures as below has been reviewed with each step in the hierarchy being considered and assessed before dropping to a lower level.

| | | |
|---|---|---|
| **1** | Eliminate need to reverse | Implement one-way systems around the site and in loading and unloading areas. Provide designated turning areas |
| **2** | Reduce reversing operations | Reduce the number of vehicle movements as far as possible.<br>Instruct drivers not to reverse, unless absolutely necessary. |
| **3** | Ensure adequate visibility for drivers | Fit CCTV, convex mirrors etc. to overcome restrictions to visibility from driver's seat, particularly at the sides and rear of vehicle. |
| **4** | Ensure safe systems to work are followed | Design vehicle reversing areas which<br>• Allows adequate space for vehicles to manoeuvre safely<br>• Exclude pedestrians and;<br>• Are clearly signed and have physical stops or buffers to warn drivers that they have reached the limit of the safe reversing area.<br>Fit radar proximity devices to vehicles to indicate to drivers when there are objects near the vehicle.<br>Ensure everyone on site understands site rules on vehicle safety.<br>Drivers and signallers need to be in constant eye contact and communication during reversing operations.<br>Signallers should not be put at risk from vehicle movement e.g. by standing directly behind reversing vehicles.<br>Ensure all vehicles on site are fitted with appropriate warning devices. |

| | | |
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| **5** | Provide warnings when vehicles are reversing | Ensure reversing warning lights and alarms are in good working order and instruct workers to keep clear of moving vehicles. |

## Schedule and assessment of vehicle movements during the project

The table below has been completed to provide details of the expected number of vehicle movement and deliveries during the project.

This table will be kept under review and updated as and when required.

| Week No | Activity | Anticipated Vehicle Movements | Load/Off Load Method | Lift plan required Y / N | Fall Risk Y / N | Fall risk controlled using |
|---|---|---|---|---|---|---|
| *-20 till -4* | *Enabling works* | *4 no. per day* | *Excavator/hiab* | *N* | *N* | *N/A* |
| *-20* | *Erect hoardings* | *2 no per day* | *Self off-load (hoarding)* | *N* | *Y* | *Handrail system / combisafe* |
| *-12 till-10* | *Set up site cabins* | *4 no per day* | *Self off-load by hiab (cabins)* | *Y* | *Y* | *Handrail system / combisafe* |
| *-9* | *Demolish carpark, sheds & storages* | *2 no. per day* | *Excavator & hiab, muckaway lorries* | *N* | *N* | *N/A* |
| *-12* | *Welfare cabin delivery* | *10 no total* | *Self off-load by hiab,* | *Y* | *Y* | *Handrail system / combisafe* |
| *-4 till -2* | *Piling* | *15 no. per day* | *Excavator & hiab, RMC concrete lorries & pumps.* | *Y* | *Y* | *N/A* |
| *-1 till 4* | *Substructure groundworks* | *15 no. per day* | *Excavator & hiab, RMC concrete lorries & pumps.* | *N* | *N* | *N/A* |
| *5 till 20* | *RC frame* | *20 no. per day* | *Tower crane, Self off-load by hiab, RMC concrete lorries & pumps.* | *Y* | *Y* | *Edge protection to lorry flat bed / Handrail system / Combi safe* |
| *13 till 51* | *External envelope (scaffold, metsec, windows, brickwork, roof covering, metal roof, roof finishes & PV Panels, strike scaffold* | *10 no. per day* | *Tower crane, Self off-load by hiab, Telehandler* | *Y* | *Y* | *Edge protection to lorry flat bed / Handrail system / Combi safe* |

| | | | | | | |
|---|---|---|---|---|---|---|
| *24 till 61* | Internal fit out & finishes (*Partition walls, screed, apartment fit out, corridor & staircase finishes, final clean, snagging, test & commission)* | *15 no. per day* | *Self off-load by hiab, Telehandler* | Y | Y | *Edge protection to lorry flat bed* |
| *52 till 61* | Hard & soft landscaping, final clean & clear site | *5 no. per day* | *Self off-load by hiab, Telehandler* | N | N | N/A |
| *62 till 63* | Decanting site | 2 no. per day | Collection by hiab | N | N | Edge protection to lorry flat bed |

| Routes for construction vehicles and provision of information | |
|---|---|
| **1** | **Control Measures** |

The enclosed drawings identify the primary access routes to the site.

The following additional information is also included:

- Site analysis
- Existing transport analysis

Our Traffic Management Team will operate a booking in system for site deliveries to ensure that the number of vehicles arriving on site can be accommodated without affecting the local road network. They will also supervise all vehicle movements to and from the public roads onto the site and into the unloading/loading area. **Traffic Management Team will make sure that deliveries are avoided (as far as reasonably practicable) between school pick up and drop off times.**

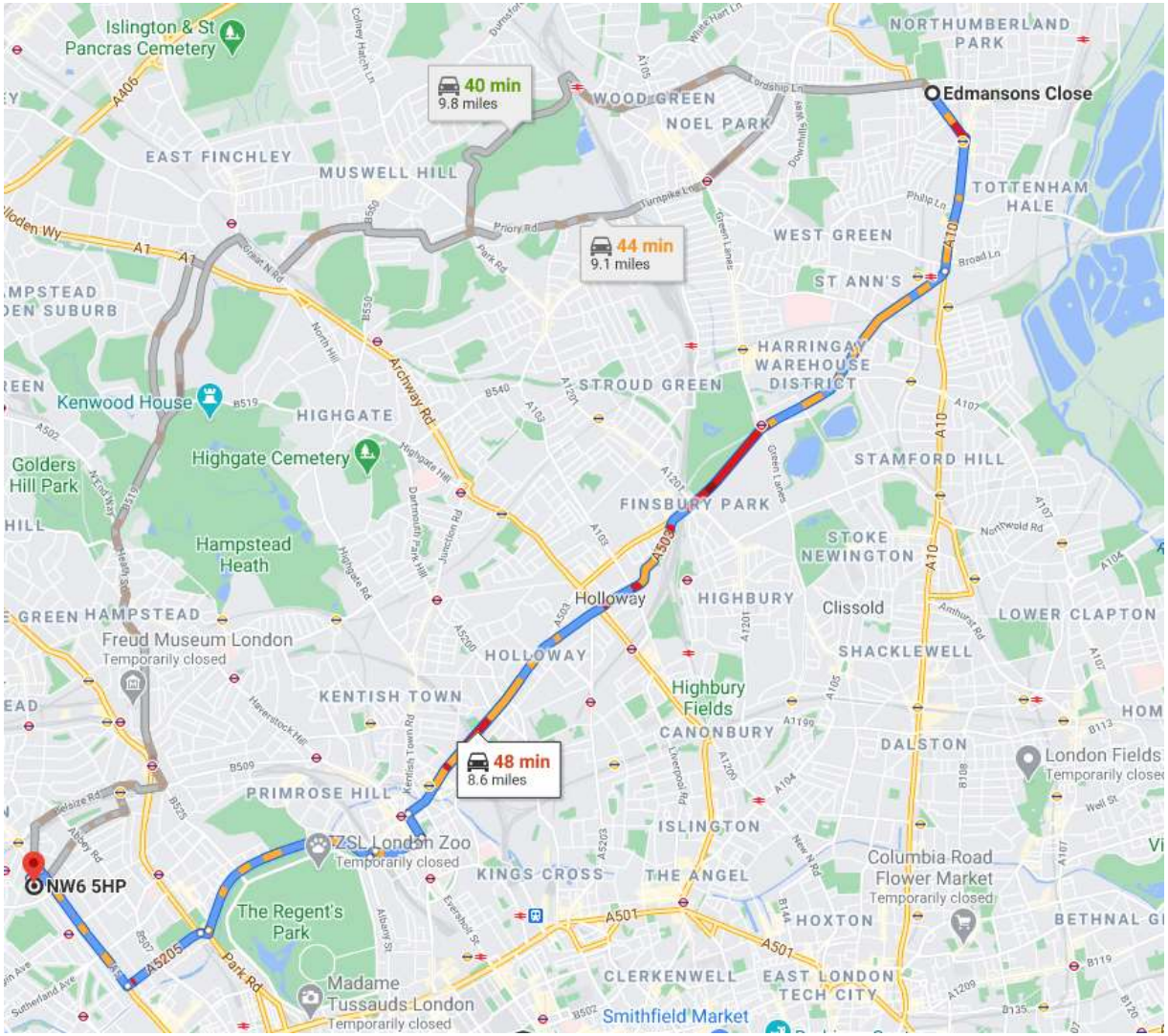
All the delivery route information attached will be included within our sub-contract orders with each supplier and sub-contractor being made fully aware of the delivery procedures.

Everyone involved in the project will be briefed on the TMP (Traffic Management Plan) during their initial site induction and the TMP will be periodically briefed via toolbox talks throughout the project.

When a vehicle arrives on site the driver will be made aware of the TMP by our Traffic Marshall who will also inform them of the exit route.

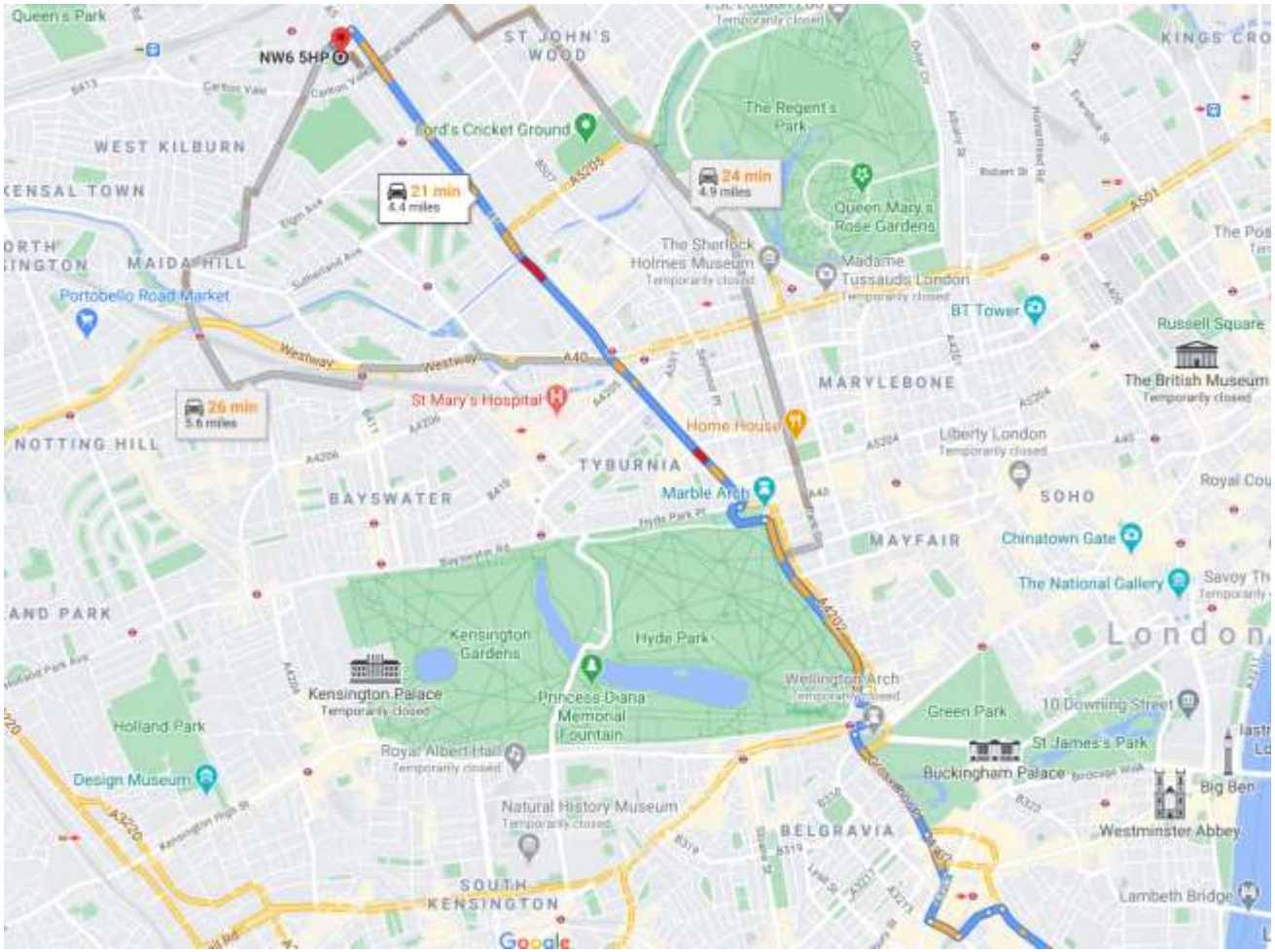
The TMP layouts will be prominently displayed on site for all those involved with the management of deliveries. These will be displayed both within the loading/unloading areas and within the site welfare facilities.

Throughout the project our management team will continuously review deliveries to ensure compliance to the TMP. A single person from our team will be the designated member to oversee compliance.



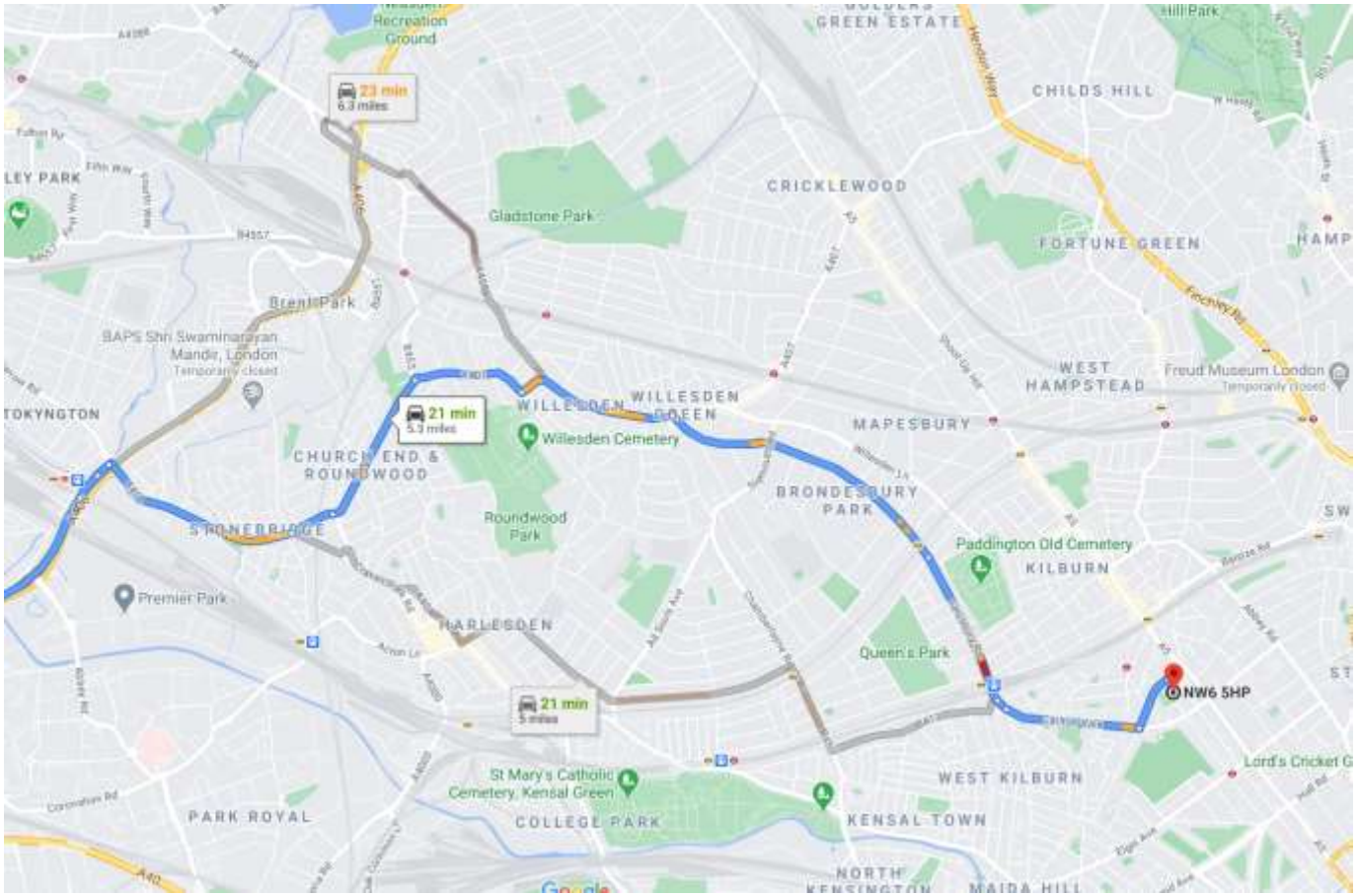

# Main delivery access routes to Torridon House Car park

Via A10, A503 & A5205




# Main delivery access routes to Torridon House Car park

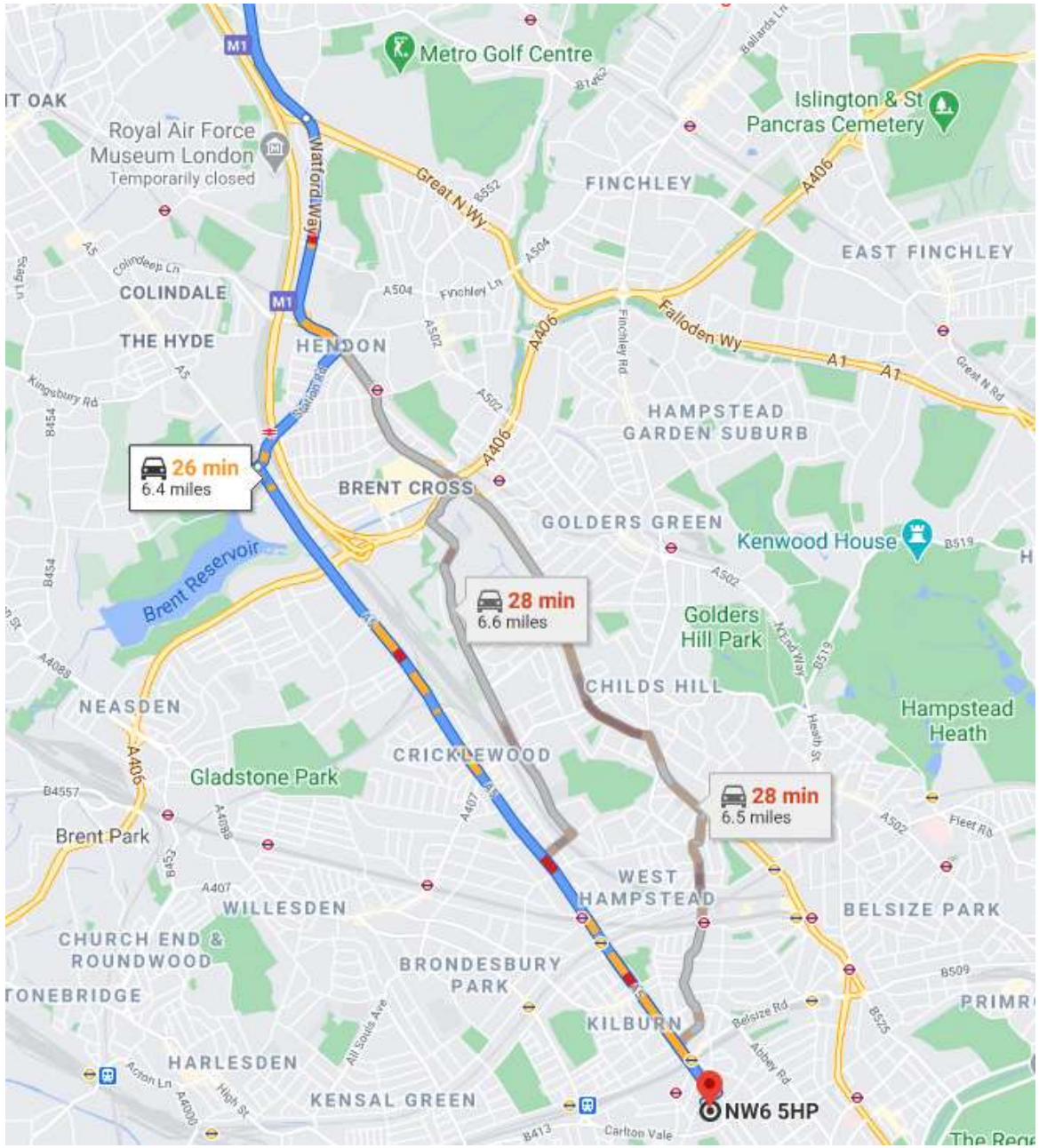
Via A302, A4202 & A5




# Main delivery access routes to Torridon House Car park

Via A406 & A407

Feb 2021
Revision 01

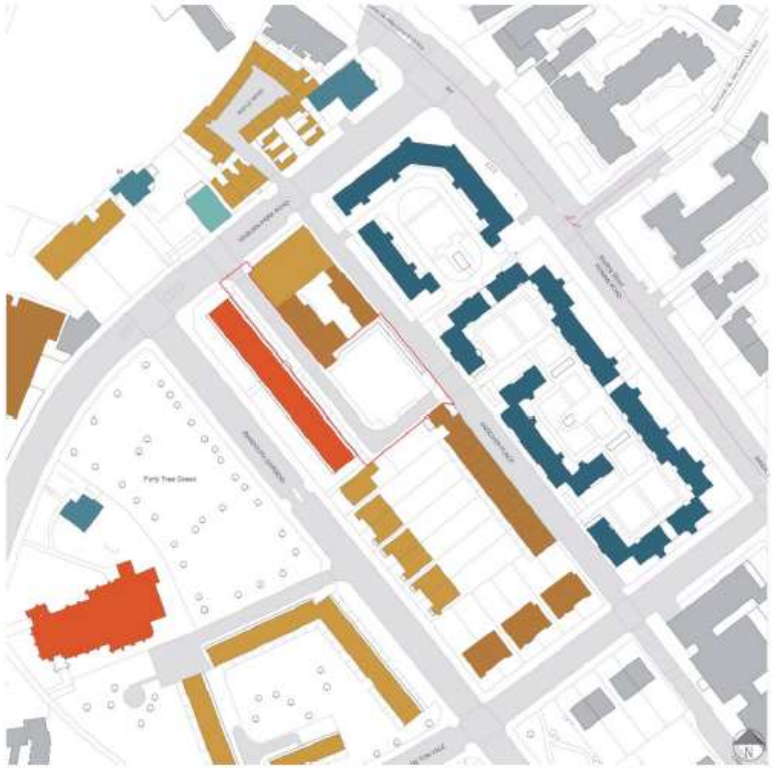



# Main delivery access routes to Torridon House Car park

Via M1 & A5

# SITE ANALYSIS





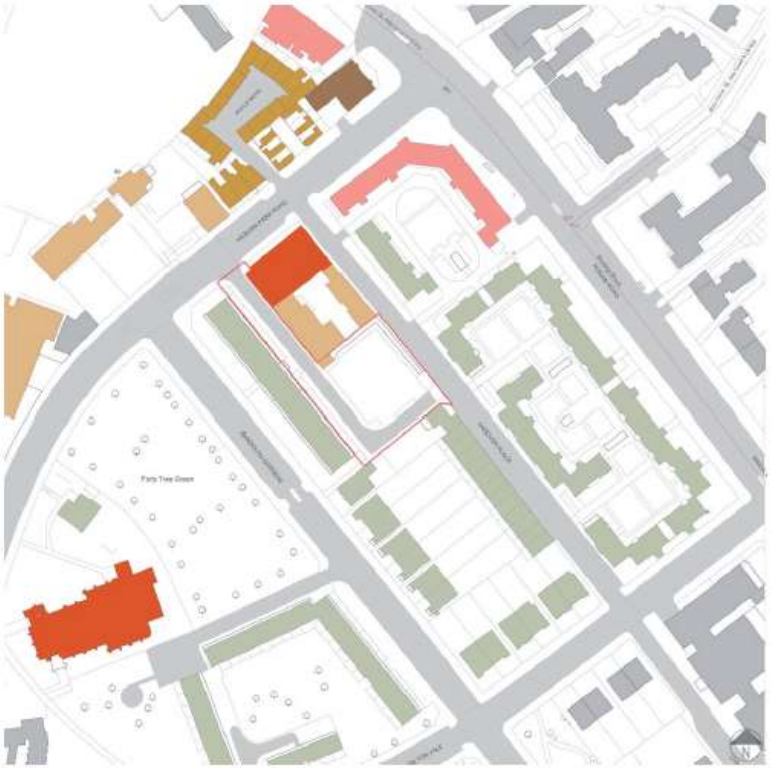
## TORRIDON CAR PARK BUILDING HEIGHTS

From desktop analysis, there is a very clear building height datum in the immediate site area. The local area shows a clear mix of structures that range from single storey educational buildings, up to the 10 storeys of Torridon House and the 77 metre high spire of St Augustine's Church.

The car park is immediately surrounded by a collection of 3, 4 and 5 storey buildings as well as Torridon House. To the North of the site is the Dibdin House Estate which is made up of 5 storey flat blocks, and to the south of these is a run of three storey houses.

Having reviewed the surrounding context and following analysis of the Daylight and Sunlight requirements, a safe planning proposal would be to provide a building that extends up to 5 storeys on the Dibdin House side and up to 3 storeys on the Torridon House side.

- 10+ Storeys
- 5 Storeys
- 4 Storeys
- 3 Storeys
- 2 Storeys
- Single Storey



## TORRIDON CAR PARK BUILDING USES

The diagram above shows the Torridon Car Park site in the context of the surrounding area and the various land uses.

The site is bound on three sides by residential properties on Andover Place and Randolph Gardens, and on one side by the Naima Jewish Preparatory School. The site is not listed and not located in a Conservation Area, however it is located approximately 5m to the south of the boundary of the Maida Vale Conservation Area at its closest point.

The site is also approximately 120m north east of the Grade I Listed St Augustine's Church. The Church is bound by an area of green open space – Forty Tree Green that supports some sports facilities and fronts Randolph Gardens. Despite this, the site is within a designated area of play space deficiency and wildlife, according to the adopted and draft versions of the Westminster City Plan.

- Pub
- Residential & Ground Floor Commercial
- Residential
- Religious
- Education

# EXISTING TRANSPORT ANALYSIS



As part of the planning submission and on behalf of Westminster City Council, Peter Brett Associates (PBA) have analysed the site and prepared a transport statement to support the proposal.

## CAR PARKING

The Torridon House Car park is an access controlled surface level car park accessed via Andover Place and via Kilburn Park Road adjacent to Torridon House. The access road adjacent to Torridon House has a gated access and provides emergency, servicing access for Torridon house and also to the car park. Kilburn Park road has keep clear markings and resident permit holds only bays. Andover Place has resident permit holders only parking bays and connects Kilburn Park Road to the north with Carlton Vale to the south.

**WCC Surveys (200mm radius of the site)**
WCC parking data suggests that on a surveyed weekday (between the hours of 00:00-06:00), the residents' on-street car parking in the surrounding area was 92% utilised with 13 spare streetside spaces in the 200m radius from the site. Overall there are 208 on-street vehicle parking bays of which 183 were occupied. This suggests a 88% stress level during the surveyed period.

**Housing Management Data**
Data of the current parking allocations shows the following distribution for the existing car park
- Vacant Spaces (incl. estate office): 12
- Torridon Residents: 19
- Naima J P School: 6

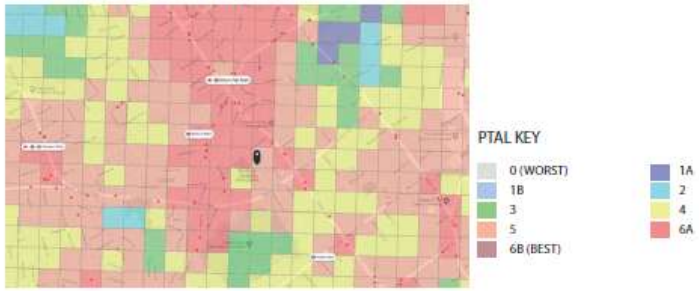
**2018 Surveys (Existing Torridon Car Park and surrounding area)**
A more recent parking survey was undertaken at the beginning of December 2018 during Monday and Tuesday. The findings have been summarised below and take into account the adjacent roads- Randolph Gardens and Andover Place;

Torridon Car Park- Out of the 37 available car parking spaces 18-19 (56-59%) were in use over the time of observation.
Randolph Gardens – There are currently 28 resident permit bays. Out of the 28 97-100% were in use over the time of observation
Andover Place - There are currently 28 resident permit bays. 68-100% were in use over the time of observation

The proposals will be offer a re-provision of almost all the existing car parking for current Torridon House residents. Car club locations will also be reviewed in proximity of the development site and new provision proposed if needed.

## PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

The site address – Andover Place, NW6, registers a Public Transport Accessibility Level (PTAL) rating of 5, which is the third best rating for public transport.





Aerial Map - Red line shows existing car park boundary

KEY

- Two Way Major Road
- Two Way Secondary Road
- One Way Road
- No Through Road
- Bus Route
- Site Boundary
- Canal
- Cycle Route
- Train Route
- High Noise Levels
- Bus Stop

## Getting vehicles and people into and out of site safely

**2** **Control Measures**

The enclosed drawing identifies the site logistics layouts.

- Site Logistics

Timber hoardings will be erected to secure the site with separate gates providing access routes for vehicles and personnel. A separate gate entrance will also be formed to provide access for the bins collections from Parsons Tower which are ongoing throughout the project. Osborne will present bins to waste collection lorry in case of gate blockage.

Vehicles will be unloaded or loaded from the delivery area established on the traffic management plan. Materials will be unloaded via a forklift and stored, then distributed up the building.

No operatives / pedestrians are allowed to walk under crane lifts.

All vehicle movements in the street will be manned by our Traffic Marshalls, who will supervise all vehicles entering and leaving the delivery area and being off loaded to ensure the safety of the general public using the local footpaths and vehicles using the local road network.

A separate access route will be provided for pedestrians with the access door being controlled by a biometric control system. Due to COVID-19, the MSite fingerprint access may be disabled and access cards issued instead to reduce the spread of Coronavirus.

Also, in case of **Kilburn Park Road** being **blocked** or **closed** due to unforeseen reasons such as Thames Water works etc. **Andover Place Road** and **gate** is going to be used **instead** to get the deliveries in/out with traffic marshals being present to control the traffic to make sure this happens safely.

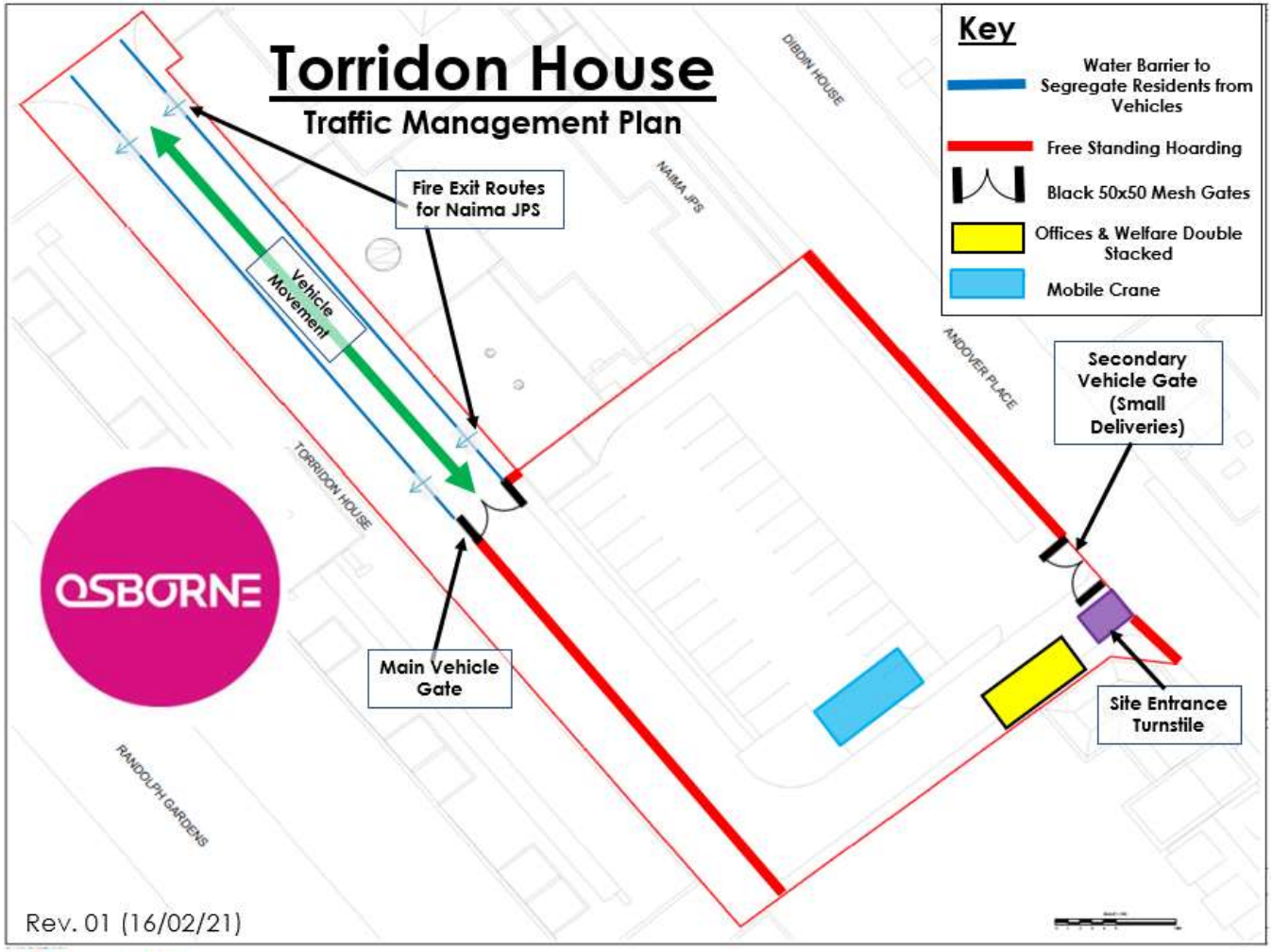
Delivery drivers to use electronic receipts were possible to reduce the chance of Coronavirus spreading.

Vehicle access into the site will be clearly defined using segregation methods and barriers, and an example of a typical type of barrier is shown below

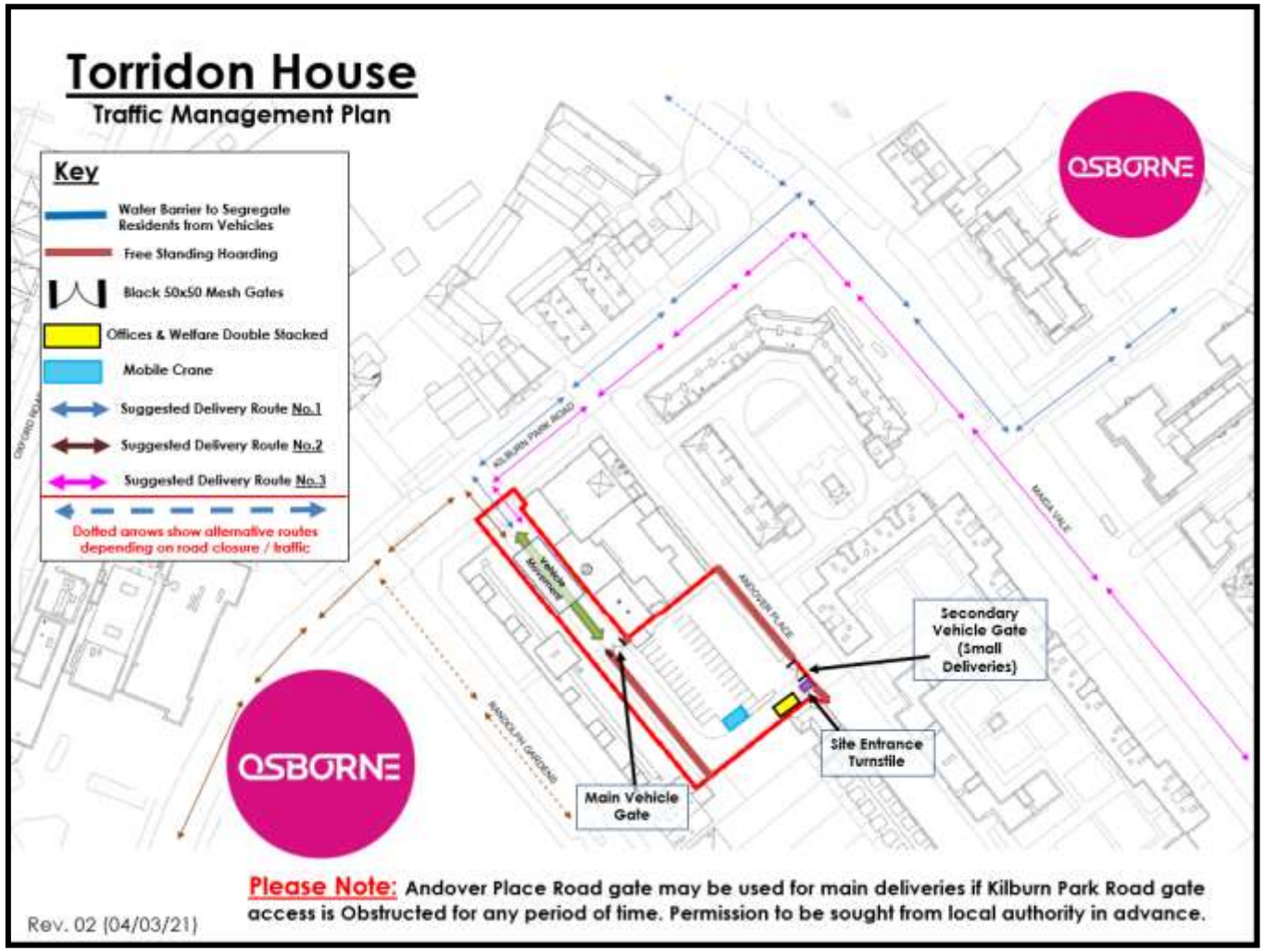

Where vehicles need to reversed into position this will be carried out under the control of a trained, competent Traffic Marshall/Banksman.

A 5mph speed limit will be enforced to all construction traffic within the site boundary.
All deliveries will be arranged via an advance booking system a minimum of 24 hours in advance.

| | |
|---|---|
| | We endeavour to utilise members of our supply chain that are part of The Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety Scheme (CLOCS). Under the CLOCS all HGV over 3.5T must include the following safety devices:<br>• Class V and VI mirrors<br>• Close Proximity sensors & blind spot cameras<br>• Side arm run protectors on both sides<br>• Audio alert for vehicles turning left<br>• Vulnerable road user warning signs. |




**Please Note:** Andover Place Road gate may be used for main deliveries if Kilburn Park Road gate access is Obstructed for any period of time. Permission to be sought from local authority in advance.


Torridon House
Traffic Management Plan
Key
Water Barrier to Segregate Residents from Vehicles
Free Standing Hoarding
Black 50x50 Mesh Gates
Offices & Welfare Double Stacked
Mobile Crane
Suggested Delivery Route No.1
Suggested Delivery Route No.2
Suggested Delivery Route No.3
Dotted arrows show alternative routes depending on road closure / traffic
OSBORNE
OSBORNE
Secondary Vehicle Gate (Small Deliveries)
Site Entrance Turnstile
Main Vehicle Gate
Please Note: Andover Place Road gate may be used for main deliveries if Kilburn Park Road gate access is Obstructed for any period of time. Permission to be sought from local authority in advance.
Rev. 02 (04/03/21)

| Separating vehicle and pedestrian routes on site | |
|---|---|
| **3** | **Control Measures** |

As shown on the site logistics plan, we will provide a separate entrance for pedestrians (turnstile) at Andover Place which will be away from the delivery area (Kilburn Park Place Road).

Suitable barriers and fencing will be erected within site boundary to clearly define the pedestrian access routes. This could be 'heras' fencing or a barrier system an example of which is shown below.

Throughout the course of the works we will ensure that construction access roads and paths are kept clean and tidy and ensuring no construction waste/mud is carried onto the local carriageways

| Width/height of vehicle routes and other restrictions | |
|---|---|
| **4** | **Control Measures** |

All vehicles will travel along the public highways to the project.
Below is a list of the vehicles that are expected to visit site for loading/unloading purposes.

- Large flatbed Wagons
- Articulated Lorries
- Muck Away Lorries
- Concrete Mixers
- Skip lorry
- Mobile Cranes
- Transit Van / Pick ups
- Rigid Vehicles
- 7.5 Tonne box Van and Flat Beds

The quantities of vehicles will fluctuate throughout the course of the works but all traffic will need to use the routes identified in Section 1.

The busiest periods identified for vehicles are as follows:

- Demolition
- Ground works (including Muck Away)
- Concrete frame construction (including formwork, rebar and concrete pouring)
- External envelope
- Internal fit out

| | |
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| | Larger abnormal size loads, including the tower crane and piling rigs, will need to have their routes correctly planned to ensure there isn't any tight corners/bends, weight or height restrictions which could stop the vehicle movements.<br><br>The site management team will ensure that movements of this nature will be co-ordinated with other construction sites in the area. Any such event as this will be treated under separate section 61 variation form. |

| **Visibility of pedestrians** | |
|---|---|
| **5** | **Control Measures** |
| | Where practical, segregation of pedestrians/workforce and plant/machinery will be achieved using physical barriers on fencing ensuring there is safe segregation.<br><br>Where it is not practical to separate pedestrians and vehicles, competent marshals/banksman and Safe Systems of Work (SSoW) will be employed. SSoW will ensure that:<br><br>• Drivers and marshals are in contact at all times<br>• Drivers and marshals understand the hand signalling system and site rules<br>• The marshal controls vehicle movements and gives clear warnings to pedestrians if they enter a blind spot or exclusion zone<br>• The marshal is in a safe place to direct vehicle movements.<br><br>On site a number of mobile plant work equipment have blind spots and subsequently pose the risk of striking site operatives. As a result, any mobile plant & equipment on site must be fitted with visual aids, should there be blind spots that the driver cannot see. Such visual aids include:<br>• Cameras<br>• Mirrors<br>• Reverse Alarms<br>• Proximity Sensors<br>• Warning Lights<br><br>All visual aids fitted to such equipment will need to be fully operational and in good working order. Mobile plant that has any visibility aid that is missing, damaged or not functional should not be used. Findings will become apparent during site managers daily/weekly inspection forms.<br><br>As stipulated within Section 2 of this document, we will seek to utilise members of our supply chain that are part The Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety Scheme (CLOCS). Under CLOCS, vehicles will have the following safety devices:<br>• Class V and VI mirrors<br>• Close Proximity sensors & blind spot cameras<br>• Side arm run protectors on both sides<br>• Audio alert for vehicles turning left<br>• Vulnerable road user warning signs.<br><br>On site we will ensure efficient lighting levels during winter/darker months are maintained in order to aid plant/machinery visibility during working hours. |

| Speed restrictions on vehicle routes | |
|---|---|
| **6** | **Control Measures** |
| | The site speed limit will be restricted to 5 mph and this will be enforced by our Traffic Management Team supported by the Site Managers. |

| Lay down and storage areas | |
|---|---|
| **7** | **Control Measures** |
| | Material laydown areas which can be used for storage will be around the mobile crane area and if this area changes the new area will be clearly identified on site. However during the construction phase these areas will be limited so therefore all deliveries will be on a "just in time" basis.<br><br>Materials delivered to site will generally be moved directly to the work area and will be unloaded using the site mobile crane, hi-ab, or telehandler.<br><br>While deliveries are taking place working at height from the back of delivery vehicles will be strictly controlled on site.<br><br>All delivery vehicles will have either a handrail or running rail system to act as a physical barrier to stop people falling from height. Where this isn't possible due to the type of vehicle, the site will look to use a localised Combi Safe system to enable safe unloading.<br><br>  <br><br>  <br><br>If a suitable system is not in place or available or if the delivery has been poorly stacked then a member of our management team will photograph the load and turn it away.<br><br>Around the delivery vehicle and whilst it is being unloaded an exclusion zone will be put in place with physical barriers and clear signage to stop pedestrians entering unloading area. |