Riverside Energy Park

Construction Traffic Management Plan
Electrical Connection – London Borough of Bexley

In accordance with Requirement 13, Schedule 2, of the Riverside Energy Park Order (2020) as amended

Appendix D Traffic Management Rev 1 Compass

CORY

Traffic Management Design

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Client : Cory RRRL

Contact : Paulin Goonan

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Eng. Dept.

Compass Infrastructure Ltd,

7 Maitland Road,

Lion Barn Industrial Estate,

Needham Market, Suffolk,

IP6 8NZ

Tel: 01449 727600

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Status code

D = Draft FI = For Information FC = For Construction

P = Preliminary FA = For Approval □ = External Authorisation (e.g. Client) where required

Table of contents

1. Scope

The Purpose of this Document is to provide detail to support the Traffic Management designs.

2. Detail

Norman Road

D1

This drawing will only be relevant if the spare ducts proposed for this section are not usable.

D2

This drawing shows the works section back onto Norman Road following the Cable tray solution on the west side of the bridge structure.

D3

Works Area will be established for short periods (to suit the requirements of the stakeholders in this area) ideally for 3 to 4hr periods in order that TM can be set up works commence for a period and then demobilise. The length of installation through this section will be from the footway to the Pedestrian island some 6m in distance. Current we expect that 4 sessions of 4hrs will be sufficient to undertake this section of the works. Pedestrian access restricted to the west of the crossing – maintained to the east.

Picardy Manorway

D4

This plan give us the middle lane and section if the Pedestrian Island. Pedestrian access maintained throughout this phase. We see this work taking place during weekends.

D5

The plan closes both middle lanes of Picardy Manorway. We see this work taking place during the weekend, Pedestrian access is maintained at all times in this phase of the works.

D6 Set

These drawings show the ideal scenario of a closure throughout Picardy Manorway South and Lane closure though Picardy Manorway West bound. We believe this would be effective as a weekend closure and has a relatively short diversion route. This is a similar principle that was applied to a recent project we undertook in this area for Lidl on Crabtree Manorway. Directional Closure is chosen in order to protect workers in this location when undertaking the deep excavation required to cross under the existing services, allowing safe access of plant and vehicles such as grab lorry. The alternative reviewed here was island working however this was dismissed due to the grab having to be in the live traffic lane and the proximity of the live traffic lane to the deep excavation.

Bronze Age Way

D7 Set

Following from D6 we now shut the section south bound onto Picardy in order to install through this section. Access from this section of Picardy will be maintained. The closure of the junction suggested working over weekends.

The route has now been taken off of Lower Road in order to reduce disruption through this section.

D8 Set & D9 Set

Works area moved to the middle lane in order to maintain access to slip roads on and off of Lower Road junction. Suggest this Lane closure is within normal working hours to prevent disruption based on longer duration, various phases shown as works progress through this section.

Queens Road

D10 Set

This set covers the cross over through the station, maintaining pedestrian access to the station but closing the access to the car park. In order to meet standard Network Rail conditions temporary stell plates would be held on site to facilitate emergency access in the even of this requirement and at the end of every working shift plates are installed and the road is opened. Network Rail section envisaged at periods of lower train frequency.

The drawing reference Section 2 covers the final bronze age way section. Suggest this is normal working hours.

D11 Set

This set cover the section of works cover Erith Roundabout, including a temporary Pedestrian diversion route to accommodate the closure of the footway from the station to the Junction of Bexley road. The footway closure is envisaged to be in place for weekends while simultaneous works are undertaken to cross the junction itself.

We believe that the introduction of a temporary pedestrian walkway would not be useful in this case as the footway would have to be closed for a similar duration to the physical works.

The main works over the junction envisaged at the weekend, in order to reduce disruption.

The full closure will have a significantly lesser (around 1/3 duration less) that that of a directional closure or lights, while also more effectively managing the pedestrians (this is a high footfall area) and we will be removing section of the existing pedestrian barrier.

D12 Set

This set cover the works area from Erith Roundabout to the South Road/Queens Road Bridge across James Watt way. The section is undertaken using a Lane closure in order to minimise disruption through the James Watt way Junction. The works are envisaged on normal working hours in order to maintain progress/programme of the works.

D13 Set

This set cover the crossing of Queens Road, again maintain traffic flow using Lane closures. Both central lanes are taken out at the same time in order to provide sufficient working space, works envisaged in normal working hours.

D14 Set

The final phase of the crossing of Queen Road. Envisaged in normal working hours this will join up to the section of pre-installed cable across Queens Road Bridge. (Queen Road Bridge is at the front of the Programme.

South Road

D15 Set

The set cover the section of works while the Special engineering is undertaken on Queen Road/South Road Bridge. Envisaged as normal working hours.

D16 Set

This set cover the work to start the crossing of the South Road Roundabout, envisaged at weekends, in this phase we maintain the bus stop and access to the Tesco.

D17 Set

This set covers the second half of the Roundabout crossing, envisaged at weekends. Again we maintain the access to both the bus stop and Tesco. This method of closure has been chosen in order to facilitate the access to boundary road (which has no other access) and reduces disruption to the Northern flow of traffic- more so than lights.

Northend Road

D18 Set

This set cover the section for installation across the Bridge Road Junction. Works are envisaged to be a weekend closure. This set facilitates the first part of the crossing to avoid the petrol station contamination. This method of closure has been chosen in order to reduce the overall disruption and duration that an east/west closure would cause. Access to the local businesses could be facilitated.

D19 Set

This set cover the works to undertake the middle section of the crossing. This section is envisaged on normal working hours.

D20 Set

This set cover the end of the crossing to avoid the petrol station contamination.

D21

The set covers the works to the lane running south and then the first section of the crossing back across Northend Road.

D22

This set covers the two central Lane Closures to return to the South Bound lane. Envisaged as normal working hours.

D23

Final lane closure and working lane toward the roundabout south bound. Works envisaged normal working hours.

Thames Road

D24

Works areas at various points including maintaining access to businesses and bus stop. Closure shown on roundabout section at weekends, viable diversion route.

D25

Works envisaged at weekends, viable diversion route for the works.

D26

Final section crossing out of the roundabout all access maintained in this phase envisaged during normal working hours.

D27
This set cover the works upto Kennet Rd Roundabout, works envisaged at weekends for the crossing element.

D28
Second phase of the crossing of the Kennet Rd Roundabout, closure transferred to second section, works envisaged undertaken at weekends.

Further this phase allows for the excavation out to the middle lane.

D29
This phase is the middle lane closures in order to cross to the north Bound side of Thames Road. Envisaged in normal working hours.

D30
This phase completes the crossing and runs the works along the section up to Mayplace Ave Junction. Envisaged in normal working hours.

D31
This section handles the run up to the Crayford way Roundabout. This section of the works is envisaged at weekends.

D32
This section is the closure of the Crayford way roundabout, envisaged at weekends. This method of closure has been chosen based upon the working width of only 6m and the level of disruption that lights would cause to the north and south flows of traffic. In addition this area is known to have multiple services that will need to be crossed Safely.

D33
This plan covers the section of the Footway works on Thames Road. Envisaged at normal hours.

D34
This plan covers the next section of the footway closure. Envisaged in normal working hours.

D35
This plan shows the first phase of the two way lights directly after the Thames Road bridge. Envisaged in normal working hours.

D51 (this was revised)
This plan shows the closure section of the Thames Road bridge. Envisaged as weekend works.

D39
This plan shows access maintained to the Depot at this area. Envisaged normal hours.

D40
This plan shows access to the deport while the crossing is progressed. Envisaged normal hours.

D41
This plan shows the lane closure in place while we excavate in the footway/disused access section. Envisaged as weekend working, followed by normal hours works.

Joyce Green Lane

D42 & D43

These plan shows the cross of Joyce Green Lane in two parts. Envisaged as normal hours, maintaining access to the business in both parts.

Fastway

D44

Binnie Rd closure (past the access) and first half of fastway crossing. Current envisage that the fastway crossing is carried out over Christmas period as this is the gap in the bus times.

D45, D46 & D47

Various parts of the fastway crossing including the pedestrian access route. Envisaged as normal working hours.

Rennie Drive

D48, D49 & D50

These plans cover the phases of the works to install the section from the Fastway into Rennie Drive while maintaining access at all times. Envisaged at weekends or to suit the shareholders within this area.