

Construction Traffic Management Plan

DOCUMENT REF: Novum Developments Limited

Project: Taylor Road Aylesbury

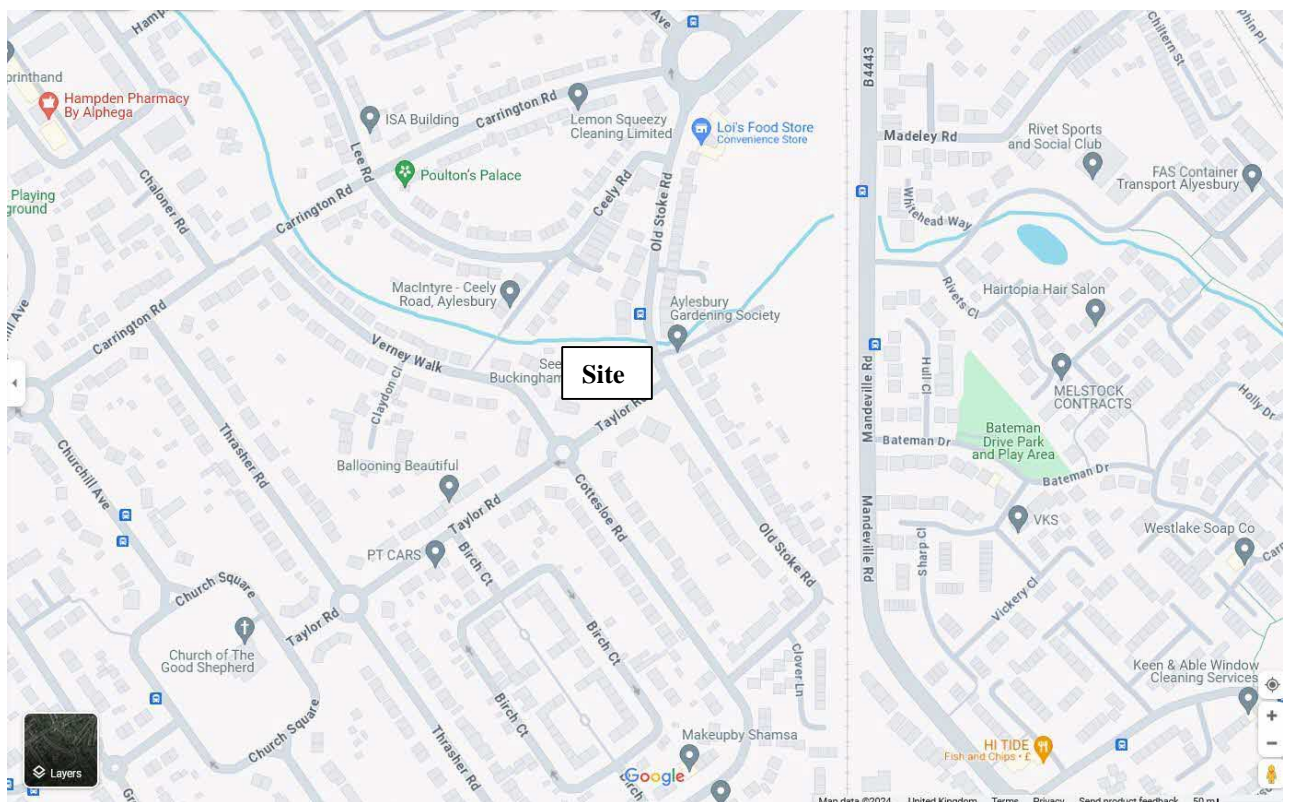


Introduction.

The purpose of this document is to propose how construction traffic including site personnel movements will be safely controlled at the Taylor Road Aylesbury by the developer and its sub-contractors.

Whilst the document covers some of the detail that would be expected within a Transport Statement, the main focus is the management of construction traffic, throughout the construction phase. It should therefore be read as a Construction Traffic Management Plan (CTMP) against which any specific conditions can be applied to ensure the safe management of traffic throughout the construction period.

The site location is shown below



The site is located on the corner with Old Stoke Road and Taylor Road Aylesbury

Site Working Times

It is proposed that construction will be undertaken during the following times:

Day:	Winter working (Oct – Mar):	Summer working:
Monday	07:00 – 18:00	07:00 – 18:00
Tuesday	07:00 – 18:00	07:00 – 18:00
Wednesday	07:00 – 18:00	07:00 – 18:00
Thursday	07:00 – 18:00	07:00 – 18:00
Friday	07:00 – 18:00	07:00 – 18:00
Saturday	07:00 – 18:00	07:00 – 18:00
Sunday	07:00 – 16:30	07:00 – 16:30
Bank Holidays	No works	No works
Site Security	17:00 – 07:30 every day	19:00 – 07:30 every day

Construction Overview

The development will be subject to a 12-month construction period, which will comprise a relatively low intensity 3-month period at the start when the ground works will be completed followed by a period of nine months for above ground construction works.

An average of around 7 construction workers are forecast to be on site during peak construction period. A temporary car parking area will be provided on the site within a contractor's compound. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network

The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, a number of the non-local workforce will stay at local accommodation and general operatives will be transported to the site by minibuses to minimise the impact on the local highway network. The number of car trips to the site will be minimised to those senior staff such as project managers and the Health and Safety Executive.

The construction phase will involve some use of HGVs to bring materials onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum.

The total number of HGVs is estimated to be around 48, over the 12-month construction period, this averages at around 4 HGVs per month.



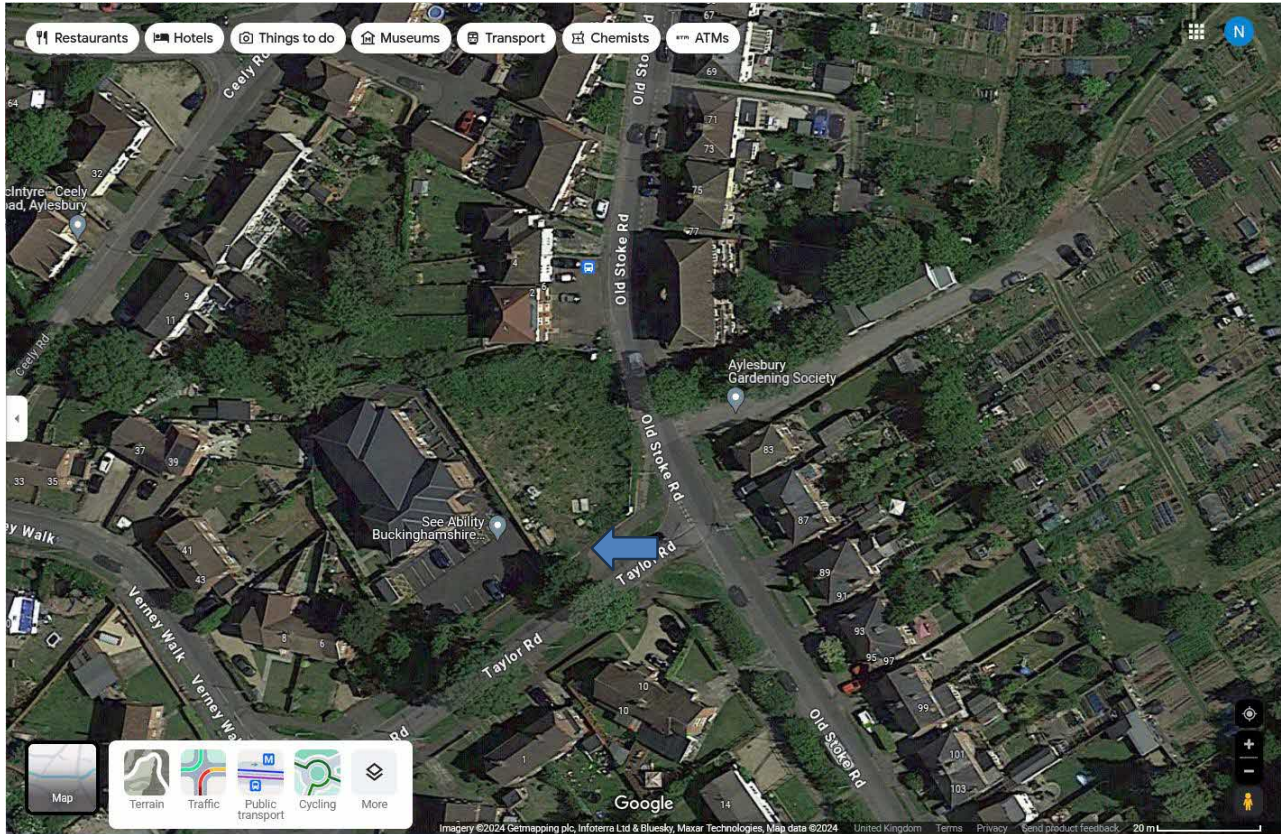
Site Access and Site Plan

Access to the site will be from the existing crossover off Taylor Road. It will also be retained post completion of the construction operations to allow for future use of the block.

During construction the Site will be accessed via Taylor Road. Unrestricted access is not allowed without undertaking a Site-Specific Induction, Assessment and Approval. In the absence of this training and approval, visitors to site will always be escorted by a site member in possession of this training and authorisation. A temporary compound area will be established next to the site to allow for the set down of HGVs and materials relating to the construction of the site. All personnel working or carrying out deliveries to site will require as a minimum Safety Helmet (Hard Hat), Hi-Vis Tabard, Coveralls, Gloves, Light Eye Protection, Safety Boots. For temporary visitors spare sets of Light Eye Protection and Hard Hats will be provided but it is the expectation that all deliverers/collection persons will have all the equipment with them

The Site Manager or his designated deputy will be responsible for supervising, controlling and monitoring vehicle movements to and from the site as well as whilst the vehicle is on site. Ensuring that there are suitable arrangements for the safe delivery and collection of the vehicle load. All plant, delivery/collection vehicles and cranes will be supervised by a Banksman when reversing. Height Restriction Barriers (Goal Posts) will be installed where there is a potential for accidental contact with overhead infrastructure. Similarly restricted access areas will be identified and barriered. Site personnel vehicles will be parked in a designated area connected to the Site Welfare Area via a Safe Pedestrian Access/Egress Route.

Access Images



Site Entrance

The site entrance will use the existing crossover.

Site Access Tracks

The topsoil for other internal tracks will be removed to a depth of 100mm. A terrain membrane will be laid in the excavated access path and filled with 200mm of 75mm CR stone, which will then be compacted down to 100mm to provide a suitable surface for vehicles.

The access path will be approximately 3.5m in width.

Construction Compound

A temporary construction compound will be created, see plan This area will be used for lorry turning and as set down area during construction.

All shuttle vehicles will be able to enter the site and unload within the compound area. There will be no queuing, parking or unloading on the public highway.

Loading /Unloading

It is anticipated that the vast majority of loading or unloading activity will take place within the site. Site management will ensure that any unloading by the pavement and the associated disruption to regular road and footpath users is minimised.

Delivery & Collection Permitted Times

Where possible deliveries and collections will be restricted to the hours of 09:30 – 16:30 weekdays.

Vehicle Wheel Washing Facilities

All vehicles leaving site will be inspected prior to passing through the security barrier to ensure that they are deemed suitable to access the public highway. Wheel cleaning facilities will be provided to ensure that the potential problem will be minimised.

Site Materials Migrating on to the Public Highway.

The generation of waste material including concrete washings and other site detritus will be controlled by a Site Waste Management Plan (SWMP).

Impact on other Highway Users

It is not envisaged that the Construction Site will have any impact on other users caused by delays accessing the site. Arrangements will be made to ensure that in times of peak traffic movements that no-one will be overly inconvenienced. These arrangements will be organised locally by the Site Manager.

Arrangements for Pedestrians.

For the majority of the construction works duration the number of outwards movements of construction vehicles in any one day will be between 1 and 2. These movements will also most likely be during weekdays outside of peak times and not on Saturday or Sundays.

Security hoarding

We have erected 8ft high security hoarding around the perimeter of the site and this is expected to remain in place throughout the construction period

Existing Waiting & Loading Restrictions

Not applicable.

Conditions Survey

Please see appendix 1 for conditions survey of public highway areas around the sit on Taylor Road.

Storage of Materials & Equipment on Highway.

Storage will be on the construction site at the site compound area.

Installed Traffic Diversion Measures

Not required at this site.

Spoil & Waste Removal

All spoil generated on the Taylor Road site will be transported away using a combination of skips and grab- lorry depending on volume and stage of the works.

Other wastes will be disposed of using skips

Scaffolding Erection near or on the Public Highway

Scaffolding will not be erected near any highway or public area on this project.

Appendix 1: Conditions survey of public highway areas around the site

The road surfaces on Taylor Road and Old Stoke Road are generally in actable condition with a few minor cracks. However, the footpath on both Taylor Road and Old Stoke Road is in poor condition and needs repairing.

Images from Taylor Road and Old Stoke Road taken on 10th April 2024 are set out below.
Reference ma for images A to E:



Image A



Image B



Image C



Image D



Image E



Also please see general images taken from google



