CANEPARO ASSOCIATES
Transport Planning & Highway Design

# Eden Luxe Ltd

# 149-151 HEATH ROAD, TWICKENHAM

Draft Construction Traffic Management Plan

August 2016

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Registered in England: 9930032

# Contents



## Figures



## Appendices

# 1 INTRODUCTION

1.1 Caneparo Associates has been appointed by Eden Luxe Ltd ('the Applicant') to provide traffic and transport advice in relation to their development proposals for 149 – 151 Heath Road, Twickenham which is located in the London Borough of Richmond upon Thames (LBRuT).

1.2 This Draft Construction Traffic Management Plan (CTMP) has been prepared to support a planning application. The development proposal seeks the demolition of the existing vacant two-storey former retail unit and the redevelopment of the site to provide 10 residential units and of 110sqm of ground floor flexible commercial floorspace.

1.3 This document provides an overview of the construction process, the type and size of vehicles expected to be used, access arrangements and any necessary highway works and traffic management orders. In particular, it considers and addresses the following:

- Project Manager;
- Programme;
- Working hours;
- Site arrangement;
- Sizes and numbers of construction vehicles;
- The access arrangements for vehicles;
- Proposed routes of vehicles to and from the site;
- Parking and loading arrangement of vehicles and delivery of materials and plant to the site;
- Details of proposed parking bay suspensions and temporary traffic management orders;
- Public highway (scaffolding, cranes etc.);
- Details of hoarding required on the public highway;
- Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary) and any Banksmen arrangements;
- Details of how traffic associated with the construction process will be managed in order to reduce congestion; and
- Details of any other measures designed to reduce the impact of associated traffic.

1.4 The CTMP has been prepared in line with LBRuT's Local Validation Checklist (September 2015) which provides a list of points to include within Construction Traffic Management Plans. This document will be updated/reviewed following the appointment of a Contractor.

1.5 The contents of the finalised CTMP will be complied with unless otherwise agreed with the Council.

# 2 LOCAL HIGHWAY NETWORK

2.1 Heath Road is a two-way single carriageway road located between The Green to the west and King Street to the east. In the vicinity of the site, Heath Road contains a loading bay, pay & display parking bays and single yellow line parking / waiting restrictions. The road offers a single lane of traffic in both directions and in the vicinity of the site operates a 30mph speed limit.

2.2 Heath Road benefits from having good quality footways on both sides of the carriageway, street lighting, and dropped kerbs at informal and formal crossing points.

2.3 Saville Road is a residential cul-de-sac that connects to Heath Road to the east of the site. Saville Road contains both permit holder only parking bays and shared use permit holder and pay & display bays.

2.4 The site is located within Controlled Parking Zone (CPZ) D – Central Twickenham. The CPZ is operational Monday to Saturday between 08:30 and18:30.

2.5 The existing highway arrangement is included at **Appendix A**.

# 3 CONSTRUCITON TRAFFIC MANAGEMENT PLAN

## Enabling works

3.1 It is acknowledged that there is a need to reduce the impact of the construction process on the surrounding area, community and visitors to the shops on Heath Road and Saville Road. The site will therefore be fully secured with plywood hoarding to all exposed boundaries and will have fully equipped offices, and welfare facilities for the staff and operatives working on site.

## Management

3.2 The developer will appoint a Project Manager who will have overall responsibility for the construction process. The Project Manager will be supported by the staff of the main contractor who will be responsible for individual aspects of the construction process. Support staff will include marshals who will monitor access to and from the site and vehicular activity on the site itself to ensure that the site is satisfactorily managed / controlled and, therefore, that it does not become congested leading to associated operational problems.

3.3 The project manager will also be responsible for monitoring and reviewing this CTMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

3.4 Local residents will be able to call the site office to raise any concerns and the Project Manager will personally deal with any comments or complaints and will ensure that they are resolved quickly. A record will be kept of any / all comments and complaints.

## Site Operation

3.5 The Project Manager will ensure that:

- Site lighting does not affect neighbours;
- Viewing apertures are provided in hoardings;
- A respectable standard of dress is maintained by the workforce;
- All operatives have ID cards/badges; and
- That the project is registered with the Considerate Constructors Scheme.

## Programme / Phasing

3.6 The programme / phasing timetable will be provided once a Contractor has been appointed. Until that point an indicative phasing programme is included below:

| Activity | Duration (Weeks) |
|---|---|
| **Site Setup** | 1 |
| **Demolition** | 4 |
| **Excavation/Substructure** | 8 |
| **Superstructure** | 23 |
| **Fit out** | 35 |
| **Site Clean Up** | 1 |
| **Total Works** | 72 |

## Hours of Operation

3.7 It is proposed that the hours of operation will be between:

- Weekdays: 08:00 – 18:00
- Saturday: 09:00 – 13:00 (no excavation works undertaken on Saturdays)
- Sunday: No activity unless agreed with the Council

## Access Arrangement for Vehicles

3.8 All personnel responsible for delivering material to and / or transporting material away from the site will be advised in writing of the proposed / agreed vehicular access route.

3.9 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site.

3.10 The scheduling of materials, deliveries and waste collection will be managed in order to avoid more than one construction vehicle at the site at any one time. Suppliers will be given instructions requiring vehicle drivers to call ahead to ensure that the site is ready to receive the vehicle. In addition, verbal briefings of the access route and site arrangement will be provided to all suppliers, contractors and visitors prior to a journey.

3.11 All vehicles loading from Heath Road will make use of the existing loading bay and will adhere to the time based loading restrictions and therefore, construction vehicle bay licences and temporary suspensions of highway will not be required.

## Site Arrangement

3.12 The development will be phased in such a way to maximise the number of construction vehicles that can make use of the on-site loading area which is accessed via Saville Road by means of the existing footway crossover. Therefore, during Phase 1, hoarding with a secure gate will be erected.

3.13 During Phase 2, due to height restrictions associated with the proposed building (parking area to have a clear height of 3.4m), larger vehicles will be unable to enter the site and, therefore, extended site hoarding with associated gantry level is proposed along the northern frontage on Heath Road, as indicated at **Appendix A**. Smaller transit vans and narrow bodied vehicles will continue to make use of the on-site loading area which will eventually become the on-site parking area.

3.14 Access to the footways during Phase 1 will be unhindered and they will continue to operate as per the existing situation. During Phase 2 the footway will be retained via the use of a covered walkway for the remainder of the construction period.

3.15 Therefore, for the majority of the construction programme access will be available via Saville Road (Loading Area A). An additional loading area (Loading Area B) will be located on Heath Road for the purposes of Phase 2, once large vehicles cannot enter the site. Vehicles will be expected to utilise the proposed loading areas indicated within the proposed highway arrangement:

- Loading Area A: On-site loading bay accessed via Saville Road; and
- Loading Area B: 12m of loading bay on Heath Road.

3.16 A wait & load methodology will be adopted for the purpose of both deliveries and spoil removal during the demolition phase that will make use of the on-site loading area. Later in the construction period a gantry level will be provided for the movement of goods from Heath Road into the extended hoarding line that will be used for storage.

3.17 For safety, banksmen will be in place to manage pedestrian movements during the transfer of material. Barriers and cones will be used, where necessary.

3.18 The contractor will have to apply to the Council to obtain the appropriate permissions for any hoarding licences.

3.19 The site arrangement will not prevent access to neighbouring properties.

## Proposed Route

3.20 Details on the agreed routes will be provided to drivers which will be adhered to at all times unless otherwise instructed by the Council.

3.21 All construction vehicles that enter the on-site loading area will approach the site from the A305 from any direction before then accessing Saville Road and, under banksmen control, will reverse into the site. Vehicles will then exit in forward gear onto Saville Road before continuing northward on to the strategic highway network at the A305.

3.22 Vehicles accessing the on-street loading area will approach from the east along the A305 before entering the loading area, departing vehicles will then continue westbound along the A305. A vehicle route plan is provided at **Figure 1** which highlights both approaches.

3.23 The majority of construction traffic will use Loading Area A.

3.24 The proposed construction vehicle route is considered to be the most appropriate and suitable for larger vehicles and seeks to reduce and minimise disruption to local road users. **Appendix B** provides swept path analysis of the largest construction vehicle that can navigate around the local streets.

3.25 All construction traffic will be managed by banksmen at the site to ensure appropriate safety and traffic management measures are adhered to.

## Vehicle Type and Numbers of Movements

3.26 The construction process is likely to involve a range of vehicles which could include the following:

- Light Goods Vehicles including 5.5m length transit vans;
- Narrowed bodied vehicle such as 5.5m length Nissan Cabstar (1.9m width);
- 8.2m length 2-axle / 6 wheel large tipper lorry or equivalent;
- 6.2m x 2.55m Small Concrete Vehicle

3.27 At pre-planning stage, it is not possible to accurately predict how many vehicle movements will be generated by the construction process, however, it is anticipated that the site would receive between 2 to 8 vehicles per day (subject to when each construction phase begins).

## Parking and Loading Arrangements

3.28 The majority of vehicles servicing the site will do so via Loading Area A which will require the use of an area on-site. Separate areas for spoil removal and material storage will also be implemented. The spoil area will allow for a stockpile of spoil to build in order to minimise the time construction vehicles are on-site.

3.29 Loading Area B will make use of the loading bay along Heath Road. Materials will be transferred directly onto a gantry level before entering the site. The loading bay will not be suspended with construction vehicles operating within the loading restrictions.

3.30 All site operatives and visitors will be encouraged to travel to and from the site by public transport, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the proposed loading areas before finding a pay and display parking opportunity in the local area, such as on the southern side of Heath Road.

## Parking Bay Suspension

3.31 It is envisaged that the proposed highway arrangement will require a number of parking bay suspensions along Saville Road in order to facilitate access to the on-site loading area. The following bays are proposed to be suspended:

- 6m of Resident Permit Bays equating to 1 parking bay; and
- Single Business Permit Bay.

3.32 The relevant licences will be applied for to this regard. It is worth noting that the suspensions will be during between 08:00 and 18:00. Outside of these hours' residents will still be able to make use of the bays.

3.33 Furthermore, once larger vehicles cannot access the site along Saville Road there will be no need for parking suspensions.

3.34 A suspension of the loading bay on Heath Road is not required as construction vehicles will load/unload within the time restrictions. The relevant license will be applied for in the event the loading bay is required for a longer period than 20 minutes.

## Footway Suspension

3.35 A 0.5m hoarding/scaffolding will be erected around the sites frontage onto Heath Road and Saville Road.

3.36 During Phase 2 of the construction process a section (circa 3.8m) of heath road footway will be hoarded off to provide a storage area and to provide access to the loading bay via a gantry. The contractor will apply for the appropriate license.

## Public Highway

3.37 Once appointed and prior to works commencing, the Contractor will agree a schedule with the Highway Authority which details the condition of the public highway in the immediate vicinity of the site. The Contractor will pay all reasonable costs to make good any damage caused by the works once the construction process is complete.

## Waste Management

3.38 During the demolition stage vehicles will be able to enter the site and consequently a wait & load methodology will be adopted. As previously mentioned, spoil will be stockpiled before being moved into waiting vehicles via a conveyor belt system. This process is expected to take in the region of 40 minutes.

## Pedestrian and Cyclist Safety

3.39 Construction traffic poses a potential risk to pedestrian and cyclist safety. Vulnerable road users' safety will be paramount particularly during Phase 1. The use of banksmen during all periods of operation at the site, including during the reversing manoeuvre from Saville Road into the site will ensure pedestrian and cyclist safety. During the reversing manoeuvre temporary bollards will be erected and pedestrians told to wait; this process is expected to take less than a minute.

3.40 Clear signage, cones and good lighting for pedestrians will be provided in accordance with Chapter 8 of the Traffic Signs Manual, as required. The public right of way at the site frontage will be regularly inspected for debris/hazards.

3.41 Professional banksmen (LANTRA) will supervise all arrivals and departures of construction traffic.

## Public Liaison

3.42 The appointed Project Manager will act as a point of contact between local residents / businesses so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

3.43 Before works commence on site a Newsletter will be delivered to the local businesses and residents surrounding the site.

3.44 Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

3.45 Local residents will be able to call the site offices to raise any concerns and the Project Manager will personally deal with any comments or complaints and will ensure that they are resolved quickly. A record will be kept of any / all comments and complaints

## Control of Dirt and Dust on the Public Highway

3.46 When leaving the site, vehicles will be checked to ensure that wheels are clean and washed and that vehicles are appropriately loaded and sheeted if required.

3.47 A washing area will be created so that all construction vehicles can be jet washed before leaving the site.

3.48 All HGVs removing demolition spoil and soil will be sheeted over before leaving the site.

3.49 Provision will also be made for cleaning of the access route if necessary, by an approved road sweeper.

3.50 The Project Manager will also ensure that the perimeter of the site is patrolled twice a day to ensure that the footway is kept clear of any construction debris.

3.51 Water spray will be used to control dust.

3.52 The developer will work under the guidelines set out in the legislation below:

- Highway Act 1980 section 174 – Signing for road works
- New roads & Street works act 1991
- DOT Traffic signs manual, Chapter 8 – Traffic Safety measures for Road works
- DOT Safety at street works and road works – A code of practice

## Utility Connections

3.53 Should the development require any new utility connections the project manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.

# 4 SUMMARY

4.1 Caneparo Associates has been appointed by Eden Luxe Ltd to prepare a 'Draft Construction Traffic Management Plan' in relation to the proposed development at 149-151 Heath Road, Twickenham.

4.2 Once the development has received approval, a contractor will be appointed, at which point details about construction methods and deliveries will be reviewed and finalised.

4.3 The final CTMP will be a live document that will be updated as necessary, include relevant information and address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP document will be submitted to the Council for approval.

# Figures


TITLE:

Vehicle Route Plan

PROJECT:

149-151 Heath Road, Twickenham

CLIENT:

Eden Luxe Ltd

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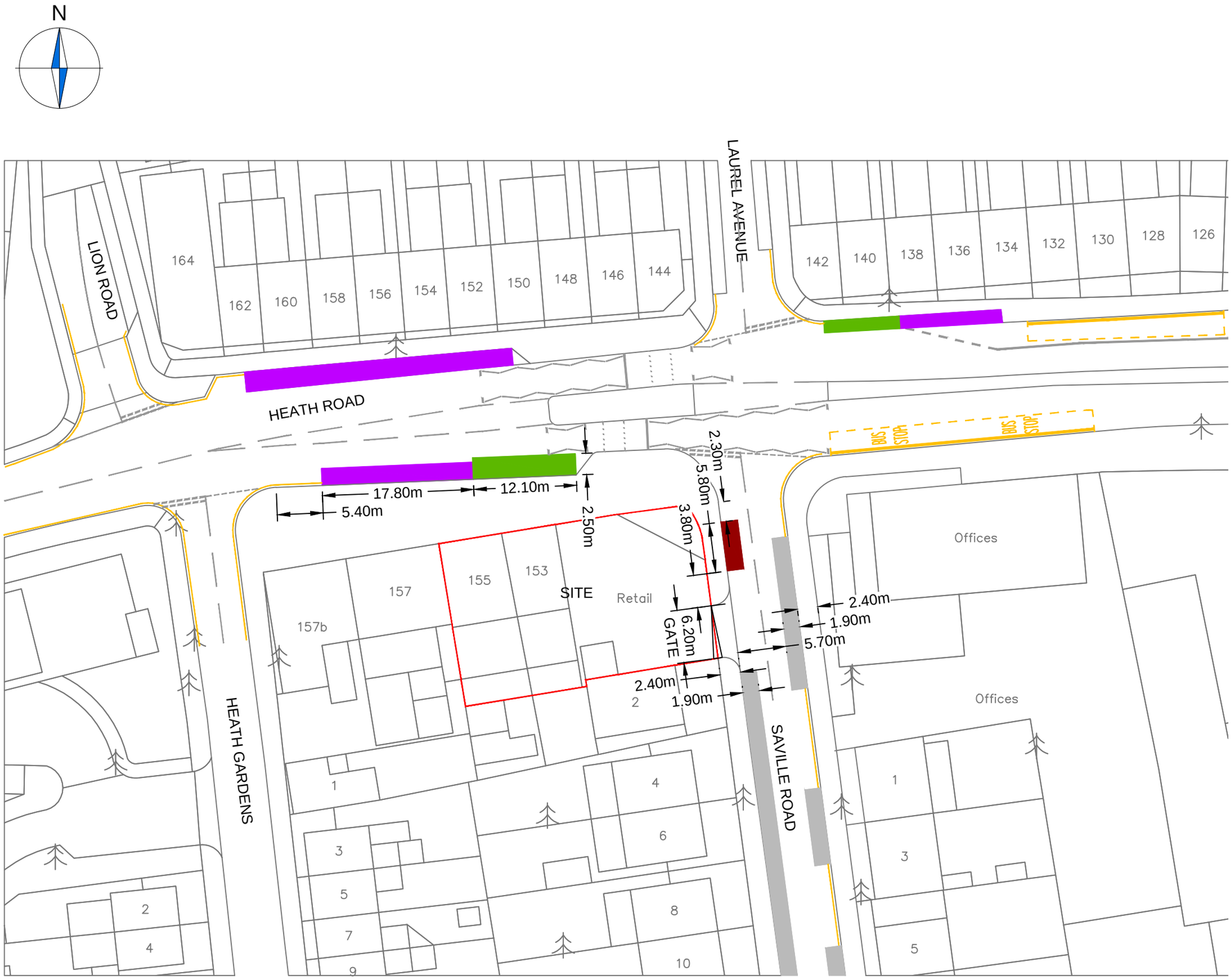
| DRAWN: | CHECKED: | DATE: | SCALE: | DRAWING REFERENCE: | REVISION: |
|---|---|---|---|---|---|
| D.P | M.T | 05.08.2016 | N.T.S. | Figure 1 | • |

# Appendix A

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## NOTES

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**KEY:**

| | |
|---|---|
| | SITE BOUNDARY |
| | EXISTING SINGLE YELLOW LINES |
| | RESIDENTS PERMIT HOLDERS ONLY PARKING |
| | BUSINESS PERMIT HOLDERS ONLY PARKING |
| | EXISTING LOADING BAY |
| | PAY-AT-MACHINE PARKING BAY |

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | ... | ... | ... | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Eden Luxe Ltd

Project:

149 - 151 Heath Road, Twickenham

Drawing Title:

Existing Highway Arrangement

| Scale: | Size: |
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| Drawn by: | Checked by: | Date: |
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| AS | DP | 02.08.2016 |

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## KEY:

| | |
|---|---|
| | SITE BOUNDARY |
| | EXISTING SINGLE YELLOW LINES |
| | RESIDENTS PERMIT HOLDERS ONLY PARKING |
| | BUSINESS PERMIT HOLDERS ONLY PARKING |
| | EXISTING LOADING BAY |
| | PAY-AT-MACHINE PARKING BAY |
| | PROPOSED LOADING AREA |
| | PROPOSED SITE SCAFFOLDING & HOARDING |
| | PARKING SUSPENSION |

| Rev | Details | Drawn | Checked | Date |
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REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Eden Luxe Ltd

Project:

149 - 151 Heath Road, Twickenham

Drawing Title:

Proposed Highway Arrangement Phase One

| Scale: | Size: |
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| 1:500 | A3 |

| Drawn by: | Checked by: | Date: |
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| AS | DP | 03.08.2016 |

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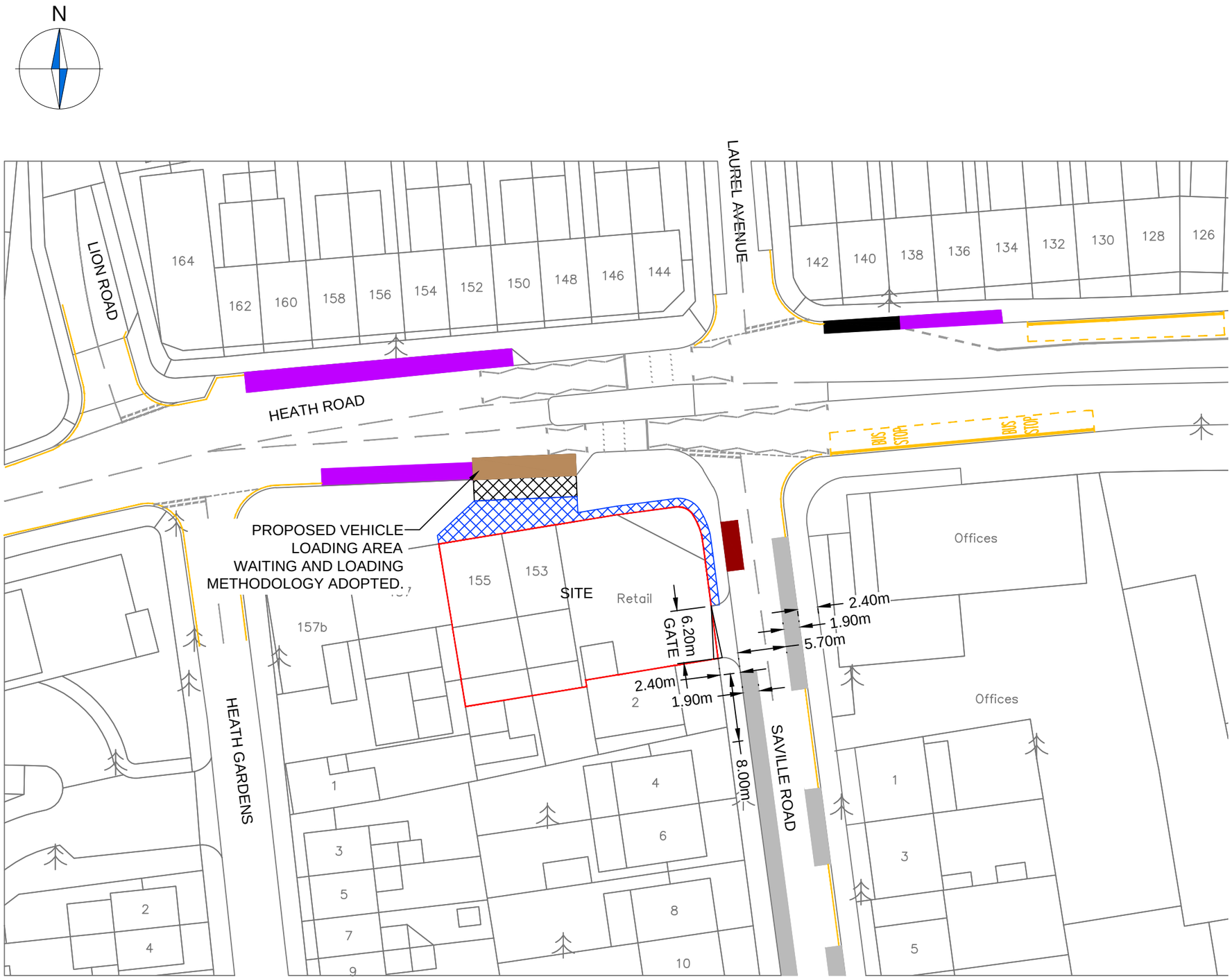


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**KEY:**

| | |
|---|---|
| | SITE BOUNDARY |
| | EXISTING SINGLE YELLOW LINES |
| | RESIDENTS PERMIT HOLDERS ONLY PARKING |
| | BUSINESS PERMIT HOLDERS ONLY PARKING |
| | EXISTING LOADING BAY |
| | PAY-AT-MACHINE PARKING BAY |
| | PROPOSED LOADING BAY |
| | PROPOSED SITE SCAFFOLDING & HOARDING |
| | PROPOSED GANTRY COVERED WALKWAY |

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
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REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Eden Luxe Ltd

Project: 149 - 151 Heath Road, Twickenham

Drawing Title: Proposed Highway Arrangement Phase Two

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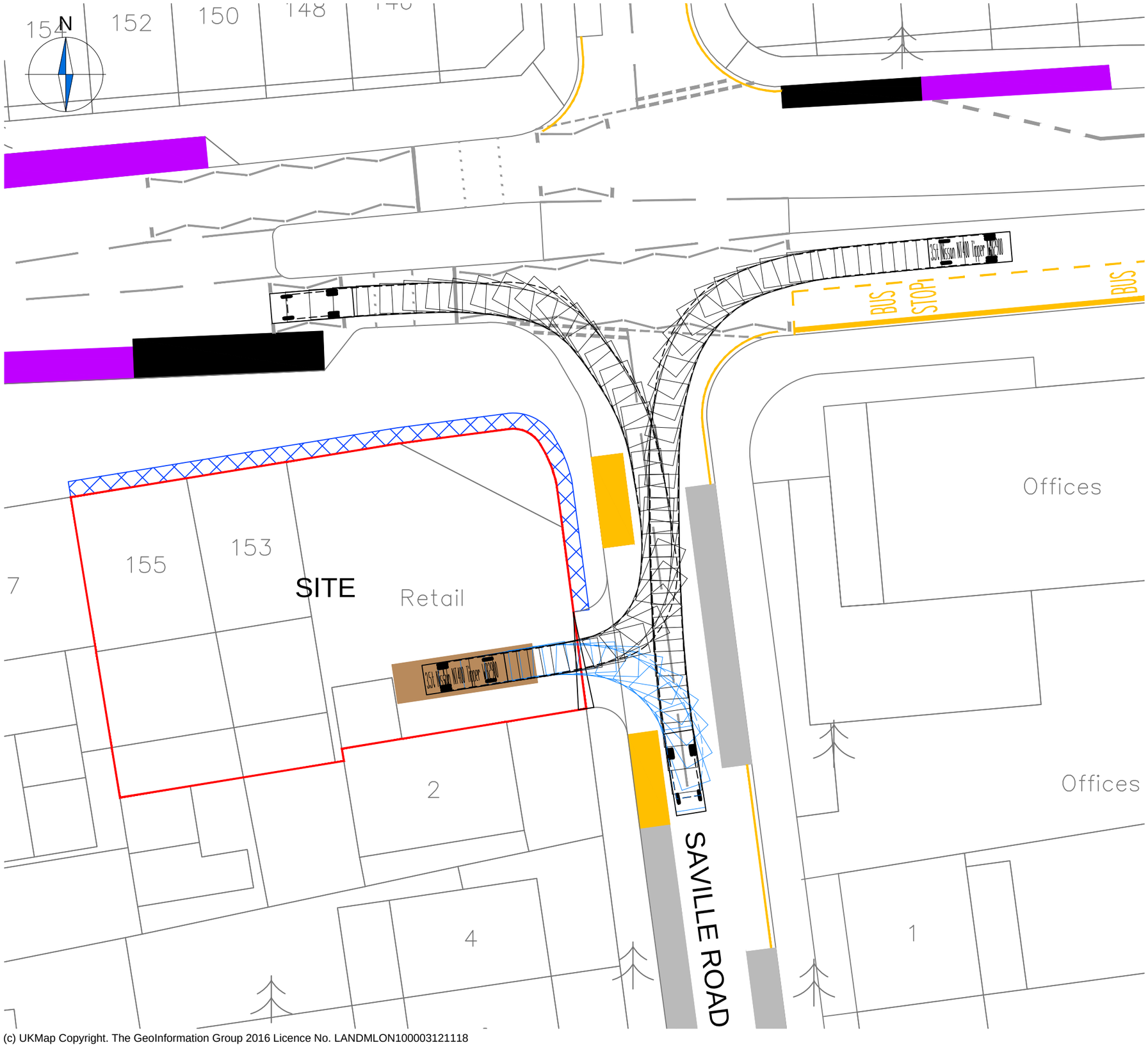
# Appendix B



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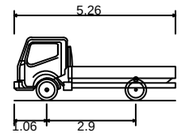
### 3.5T NISSAN NT400 TIPPER WB2900




| | |
|---|---|
| Overall Length | 5.260m |
| Overall Width | 1.900m |
| Overall Body Height | 2.055m |
| Min Body Ground Clearance | 0.335m |
| Track Width | 1.808m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 5.800m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK
*(design speed for all forward movements - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE
*(design speed for all reverse movements - 2.5kph)*

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|---|---|---|---|---|---|
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REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Eden Luxe Ltd

Project:

149 - 151 Heath Road, Twickenham

Drawing Title:

Swept Path Analysis using a
Small Tipper
Phase One

| Scale: | Size: |
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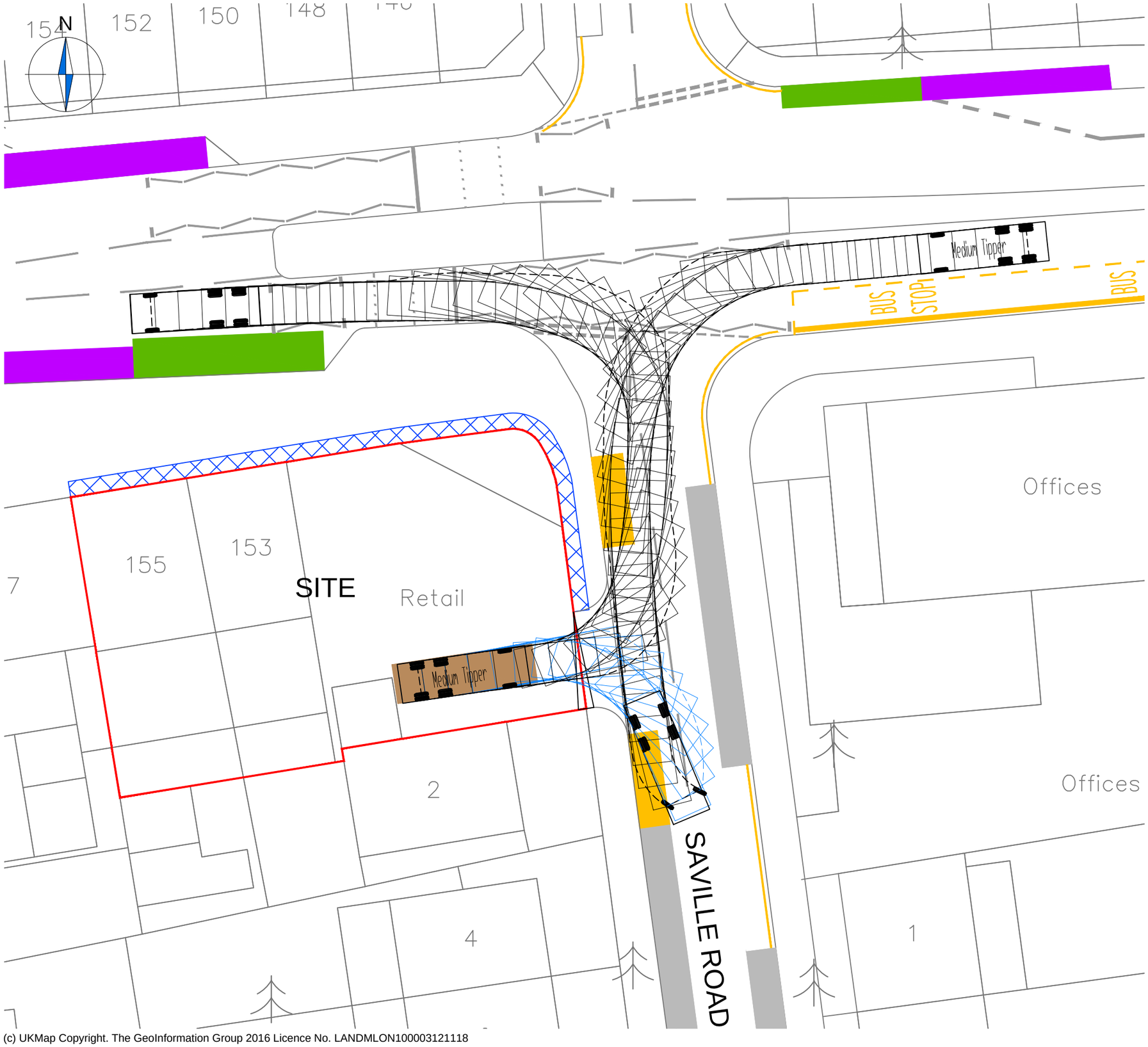




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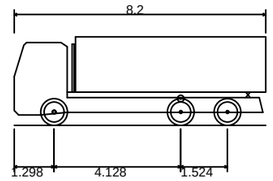
## MEDIUM TIPPER




| | |
|---|---|
| Overall Length | 8.200m |
| Overall Width | 2.500m |
| Overall Body Height | 2.894m |
| Min Body Ground Clearance | 0.344m |
| Max Track Width | 2.500m |
| Lock to Lock Time | 5.00s |
| Kerb to Kerb Turning Radius | 9.284m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK
*(design speed for all forward movements - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE
*(design speed for all reverse movements - 2.5kph)*

| Rev | Details | | Drawn | Checked | Date |
|---|---|---|---|---|---|
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REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Eden Luxe Ltd

Project:

149 - 151 Heath Road, Twickenham

Drawing Title:

Swept Path Analysis using a Medium Tipper Phase One

| Scale: | Size: |
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| 1:250 | A3 |

| Drawn by: | Checked by: | Date: |
|---|---|---|
| AS | DP | 03.08.2016 |

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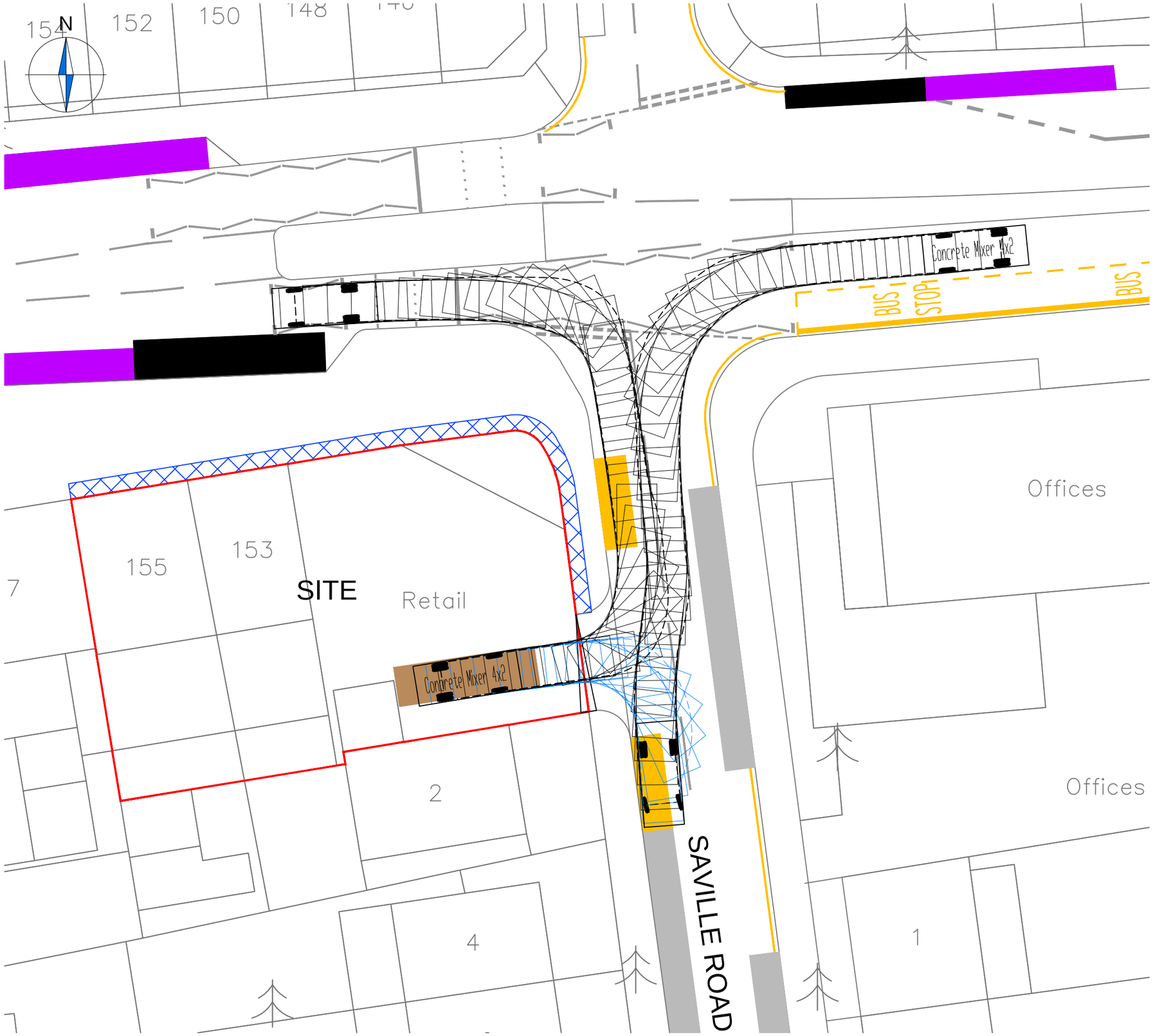




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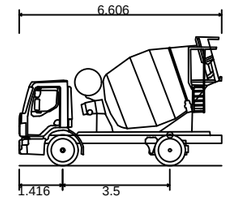
## CONCRETE MIXER 4X2




| | |
|---|---|
| Overall Length | 6.606m |
| Overall Width | 2.550m |
| Overall Body Height | 4.200m |
| Min Body Ground Clearance | 0.358m |
| Max Track Width | 2.413m |
| Lock to Lock Time | 5.00s |
| Kerb to Kerb Turning Radius | 6.350m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK
*(design speed for all forward movements - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE
*(design speed for all reverse movements - 2.5kph)*

| Rev | Details | | Drawn | Checked | Date |
|---|---|---|---|---|---|
| . | ... | | ... | ... | .. .. .... |

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Eden Luxe Ltd

Project:

149 - 151 Heath Road, Twickenham

Drawing Title:

Swept Path Analysis using a
4x2 Concrete Mixer
Phase One

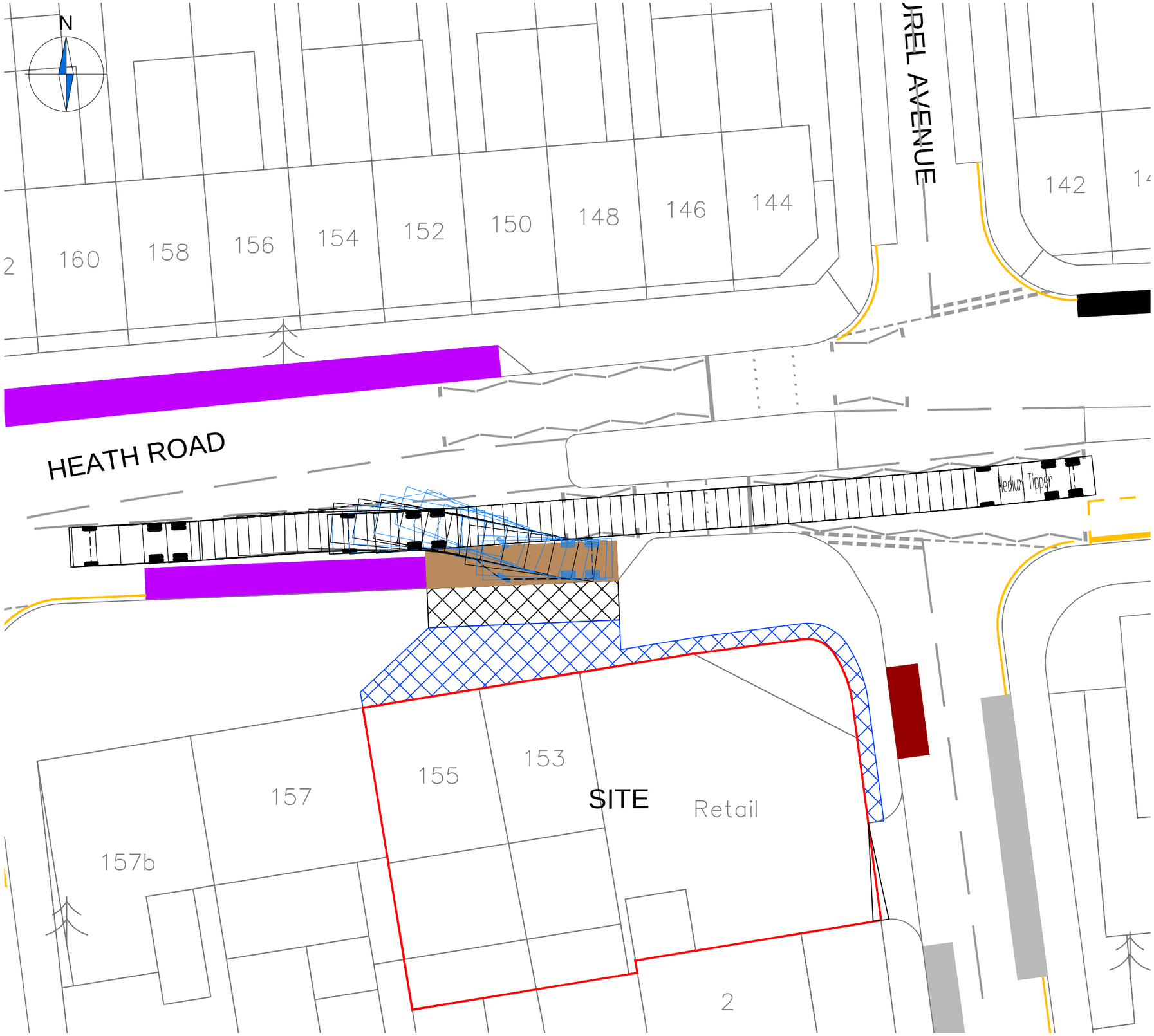
| Scale: | Size: |
|---|---|
| 1:250 | A3 |

| Drawn by: | Checked by: | Date: |
|---|---|---|
| AS | DP | 03.08.2016 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
131-151 Great Titchfield Street • London • W1W 5BB • Tel. 020 3542 4840

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA3042 | 006 | ... | ... |

D:\CADPRECISION\LTD BOX FILES\DATA\000902-CA3042 149-151 HEATH ROAD\CA_3042_006 - PHASE 1 SWEPT PATH ANALYSIS USING A 4X2 CONCRETE MIXER.DWG

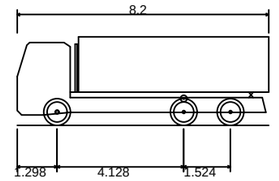





## NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

## MEDIUM TIPPER




| | |
|---|---|
| Overall Length | 8.200m |
| Overall Width | 2.500m |
| Overall Body Height | 2.894m |
| Min Body Ground Clearance | 0.344m |
| Max Track Width | 2.500m |
| Lock to Lock Time | 5.00s |
| Kerb to Kerb Turning Radius | 9.284m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK
*(design speed for all forward movements - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE
*(design speed for all reverse movements - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | ... | ... | ... | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Eden Luxe Ltd

Project:

149 - 151 Heath Road, Twickenham

Drawing Title:

Swept Path Analysis using a
Medium Tipper
Phase Two

| Scale: | Size: |
|---|---|
| 1:250 | A3 |

| Drawn by: | Checked by: | Date: |
|---|---|---|
| AS | DP | 03.08.2016 |

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA3042 | 007 | ... | ... |

D:\CADPRECISIONLTD BOX FILES\DATA\000902-CA3042 149-151 HEATH ROAD\CA_3042_007 - PHASE 2 SWEPT PATH ANALYSIS USING A MEDIUM TIPPER.DWG