



Barnes Hospital
London Borough of Richmond upon
Thames

**Draft Framework Construction
Traffic Management Plan**

For

South West London & St George's
Mental Health Trust

Document Control Sheet

Draft Framework Construction Traffic Management Plan
Barnes Hospital, London Borough of Richmond upon Thames
South West London & St George's Mental Health Trust

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
19/10/2018	Draft	James Werby	David Lewis
29/10/2018	Final	James Werby	David Lewis

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1.0 Introduction

- 1.1 Motion has been instructed by the South West London and St George's Mental Health Trust to prepare this Draft Framework Construction Traffic Management Plan (CTMP) in relation to works at Barnes Hospital, South Worple Way, within the London Borough of Richmond upon Thames (LBRuT).
- 1.2 The application site is situated within the Barnes area of LBRuT and is bound to the north by South Worple Way, to the east by South Worple Avenue, to the west by Old Mortlake Burial Ground and fronts residential properties to the south.
- 1.3 The site is currently occupied by Barnes Hospital which provides circa 6,950 square metres of C2 medical facilities. There are currently three vehicle accesses to the site. The eastern access operates as an inbound only entrance, the central access operates as an outbound only exit and the western access to the site is not currently in use.
- 1.4 The current proposals seek *"outline planning permission for the demolition and comprehensive redevelopment (phased development) of land at Barnes Hospital to provide a mixed use development comprising a health centre (Use Class D1), a Special Educational Needs (SEN) School (Use Class D1), up to 80 new build residential units (Use class C3), the conversion of two of the retained BTMs for use for up to 3no. residential units (Use Class C3), the conversion of one BTM for medical use (Use Class D1), car parking, landscaping and associated works. All matters reserved save for the full details submitted in relation to access points at the site boundaries."*
- 1.5 The purpose of this CTMP is to minimise the effect of construction work on local residents and the immediate highway network. A Construction Project Manager (CPM) will be appointed who will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM's name, telephone number and email address will be added to the CTMP once he/she has been appointed.
- 1.6 At this stage of the planning process, prior to the appointment of a construction contractor, some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated by the CPM, once appointed, to include relevant information and if necessary 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.

2.0 Baseline Conditions

Site Location

- 2.1 The application site is situated within the Barnes area of LBRuT and is bound to the north by South Worple Way, to the east by South Worple Avenue, to the west by Old Mortlake Burial Ground and fronts residential properties to the south.
- 2.2 The site location in relation to the surrounding area is shown in **Figure 2.1**.

Local Highway Network

- 2.3 South Worple Way is a two-way carriageway operating in an east-west alignment and runs parallel to the railway line. To the east of the site South Worple Way connects with White Hart Lane and a railway level crossing is located directly north of the junction between South Worple Way and White Hart Lane. At the junction between South Worple Way and White Hart Lane, the left turn movement out of South Worple Way is restricted such that all vehicles are required to turn right out of onto White Hart Lane (southbound).
- 2.4 White Hart Lane is a two-way carriageway operating in a north-south alignment and connects to Mortlake High Street (A3003) to the north and with Upper Richmond Road West (A205) via Priests Bridge to the south. Mortlake High Street creates a link between the A316 to the west and Hammersmith Bridge to the north east.
- 2.5 The streets in the immediate vicinity of the site are not currently subject to any parking controls and the site is not situated within a controlled parking zone. However, the streets to the north of the railway are within LBRuT Controlled Parking Zone (CPZ) M. In addition, the streets to the west of the site, west of Trehern Road are part of CPZ ES.
- 2.6 It is noteworthy that LBRuT are bringing forward proposals for a CPZ on the streets in the vicinity of the site, including South Worple Way and will be introduced as Zone B2.

3.0 Construction Project Manager

- 3.1 The Construction Project Manager (CPM) will be responsible for implementing the measures contained within this CTMP and will be the point of contact for local residents.
- 3.2 The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advanced notice of any noisy or disruptive works.
- 3.3 The CPM will be responsible for monitoring and reviewing the CTMP and will deal with any concerns of local residents and businesses.

Name: TBC

Email: TBC

Telephone: TBC

- 3.4 The local highway authority (London Borough of Richmond upon Thames) and TfL will be notified should the CPM change at any time.

4.0 Programme of Works

- 4.1 As planning approval has yet to be granted, a programme of works has not yet been confirmed. Once planning permission has been granted, this CTMP will be updated by the CPM to provide an expected start date and programme of works. Notwithstanding this, it is likely that the works at the site will come forward in phases to reflect the different uses on site.

Description of Works

Site Set-up

- 4.2 Prior to any works commencing a hoarding will be installed along the frontage of the site. The proposed hoarding will be at least 2.4 metres high. The hoarding will create a safe working area and screen unsightly construction works from the public. All site doors will open inwards and will be lockable. The hoarding and lighting requirements will be agreed with the local highway authority prior to the commencement of works on site in accordance with their licensing procedures.
- 4.3 All plant and materials will be stored on site and deliveries will be on a 'just in time' basis so as to minimise the storage requirements. All of the appropriate licences will be applied for by the Construction Project Manager.

Delivery Management

- 4.4 All vehicles accessing the site will be pre-booked in advance and allocated set arrival times, outside of peak hours. Contractors will call the CPM a minimum of 20 minutes before their vehicle arrives at site to confirm the loading area is available.
- 4.5 All contractors, delivery companies and visitors to the site will be made aware of the access and egress route prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.
- 4.6 All vehicle movements to and from the site will be supervised by trained banksmen who will manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

5.0 Traffic Management

Proposed Access Arrangements and Site Set-up

- 5.1 The site is situated within the Barnes area of LBRuT and is bound to the north by South Worple Way, to the east by South Worple Avenue, to the west by Old Mortlake Burial Ground and fronts residential properties to the south.
- 5.2 There are currently three vehicle accesses to the site. The easternmost access operates as an inbound only access to the site and the central access operates as an outbound only exit from the site. The westernmost access to the site is not currently in use.
- 5.3 Construction vehicles will use the existing access points to the site, although the specific arrangements to the site will likely vary during each phase of constructions works. Phasing and access arrangements during each phase will be confirmed by the contractor in advance of commencement on site.
- 5.4 Construction vehicles will only have to travel approximately 120 metres along South Worple Way from White Hart Lane in order to access the site, which should cause minimal disruption for other vehicles using South Worple Way. However, as mentioned in Section 4, the interaction between construction vehicles and all other users will be managed. Construction vehicles will be pre-booked and allocated set arrival times, which will be outside of peak hours. In addition, trained banksmen will be on-site to manage the interaction between the construction vehicles and all other users of the road.

Construction Vehicles

- 5.5 The following list provides details of the type of vehicles expected to require access to the site during the construction process:
 - ▶ 3 axle tipper – approximately 8 metres in length;
 - ▶ Concrete mixer – approximately 8 metres in length; and
 - ▶ Box vans – approximately 8 metres in length.

Vehicle Routeing

- 5.6 It is proposed that construction vehicles will approach the site from the south/east from South Circular and White Hart Lane. Vehicles will approach the site from the south/east and gain access to the site from an existing access point located at the western boundary of the site.
- 5.7 When exiting the site, construction vehicles will exit east towards the South Worple Way/White Hart Lane junction and turn right as left turn movements are prohibited at this junction. This will provide access to the south towards South Circular, where vehicles can continue their journey to either to the east or west.
- 5.8 A vehicle routeing plan is provided at **Figure 5.1**.

6.0 Nuisance Control

- 6.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

Dust Control

- 6.2 Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting will be erected to further contain dust. Water dampening measures will also be used if necessary.

Waste and Recycling

- 6.3 All waste will be stored on site within the site hoarding and dealt with in accordance with the duty of care Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991. Where hazardous waste is identified, it will be controlled and disposed of following the Environment Agency approved procedures.
- 6.4 Any waste material arising from the works will be sorted on site and any suitable materials will be recycled. In addition, during the progress of the works every effort will be made to avoid waste, and where waste material is produced, this will again be sorted and recycled in accordance with good practice guidance. As part of their induction, all site operatives will be made aware of the need to reduce waste and where waste is unavoidable, that waste will be sorted and recycled where possible.

Hazardous Materials

- 6.5 In the event that hazardous materials are present in the existing building, the materials will be disposed of using the appropriate procedures and local residents advised accordingly.

Noise Control

- 6.6 Deliveries to the site will only take place outside the peak hours on the highway network and this is assumed to be between the hours of 0900 - 1600 on a weekday and 0900 - 1300 on a Saturday. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.
- 6.7 The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible.

Wheel Wash

- 6.8 Any vehicles accessing the site will be inspected and wheels cleaned before leaving the site to the public highway, if necessary. In the event that mud is spread on the public highway this will be cleaned using a road sweeper.

Site Security

- 6.9 All construction materials will be stored on site within the secure hoarding. The CPM will be responsible for site security and emergency procedures and contact details for the CPM will be advertised on the site hoarding.

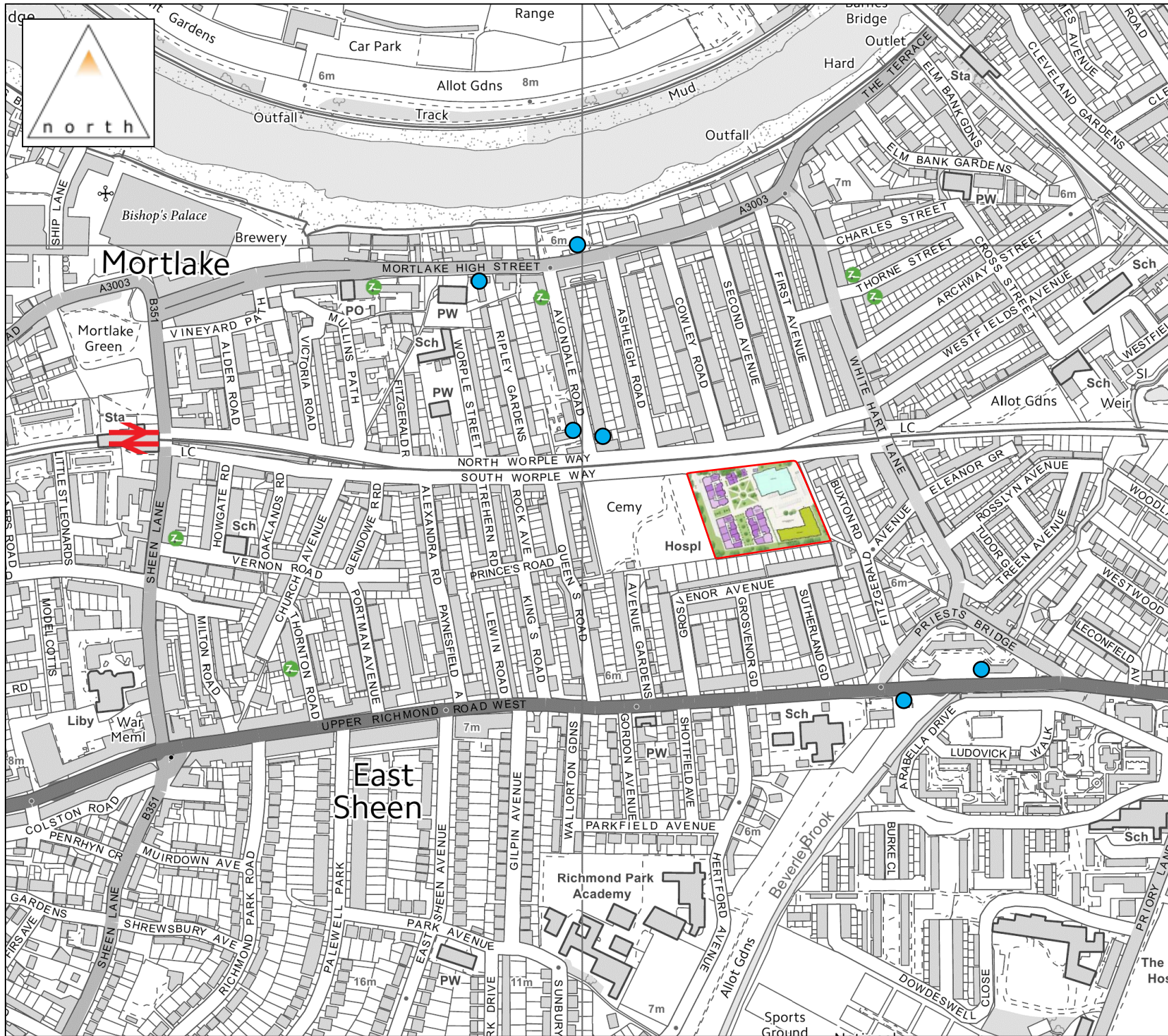
7.0 Monitoring and Management





7.1 The CPM will be responsible for the ongoing monitoring and management of the construction process. This will include the following:

- ▶ Monitoring of dust associated with the works;
- ▶ Monitoring of wheel washing requirements;
- ▶ Waste management and reduction, including the disposal of hazardous materials; and,
- ▶ Review meetings with the planning authority, as necessary.

7.2 The CPM will further be responsible for the updating of the Plan as and when it is required.

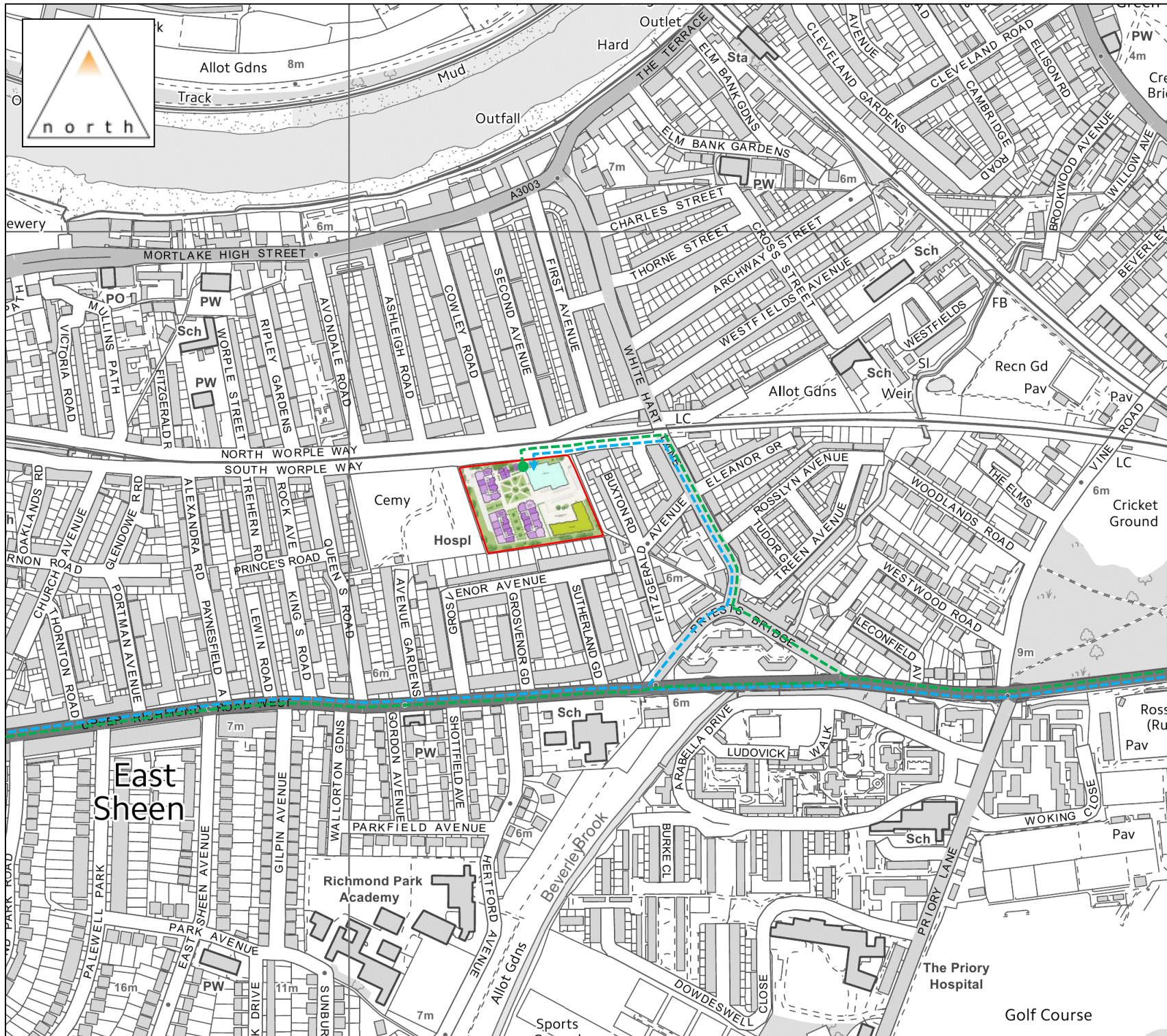
Figures



- Legend:
-  Mortlake Station
 -  Local Bus Stops
 -  ZipCar Car Club Locations
 -  Site Location

Barnes Hospital,
London Borough of Richmond upon
Thames

Figure 2.1 Site Location Plan
Not to Scale



Legend:
 --- Inbound Vehicles
 --- Outbound Vehicles
 Site Location

Barnes Hospital,
Figure 5.1 Vehicle Routeing Plan
Not to Scale