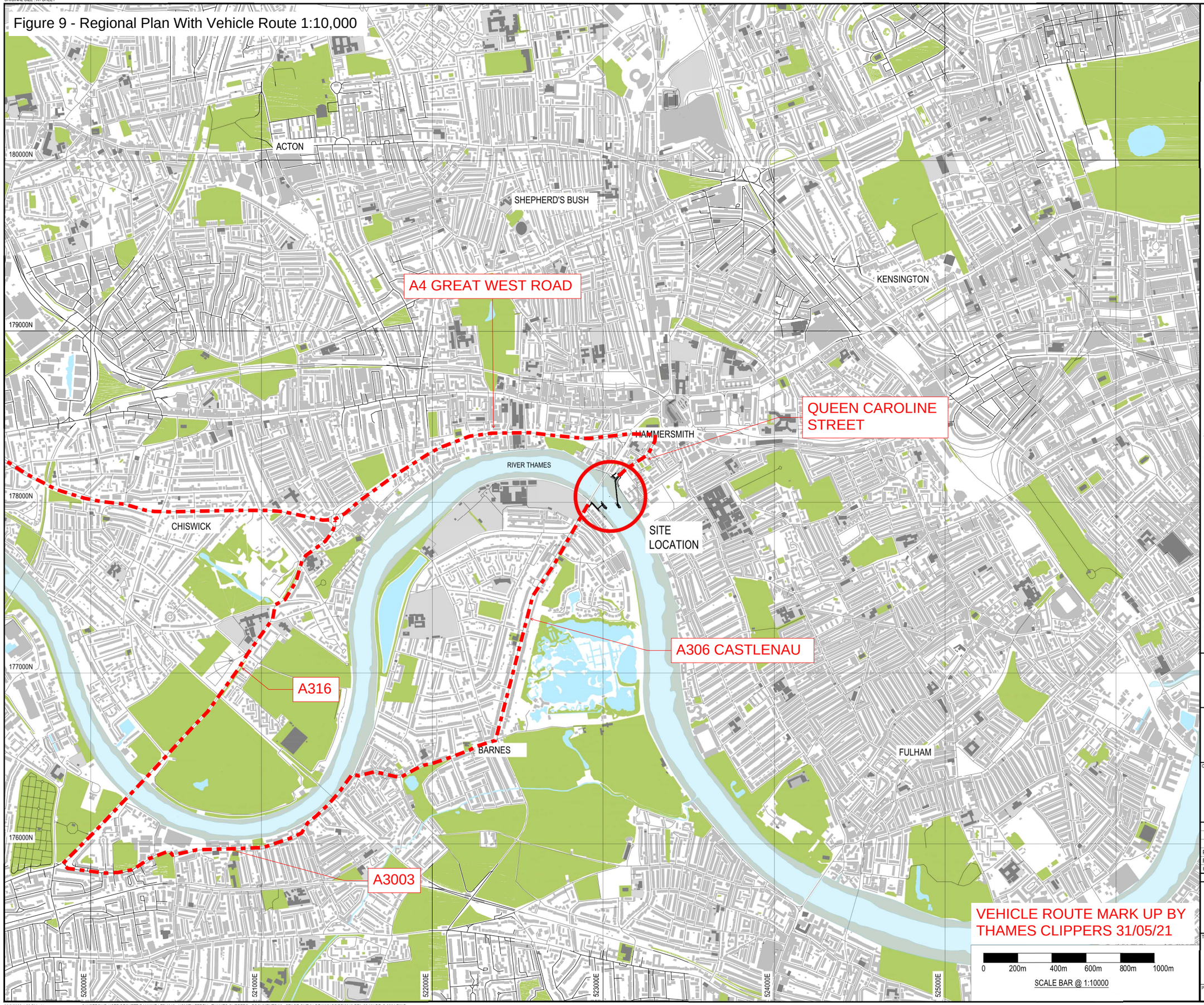
ORIGINAL SIZE : A1 SHEET

Figure 9 - Regional Plan With Vehicle Route 1:10,000



VEHICLE ROUTE MARK UP BY THAMES CLIPPERS 31/05/21

0 200m 400m 600m 800m 1000m

SCALE BAR @ 1:10000

NOTES :

1. DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED. ALL DIMENSIONS HAVE BEEN ESTIMATED FROM AVAILABLE INFORMATION.
2. ALL COORDINATES ARE IN METRES TO THE OSGB36 GRID SYSTEM.
3. OFFICIAL ISSUES OF THIS DRAWING ARE IN PAPER OR PDF FORMAT ONLY. DWG FORMAT FILES ARE FOR REFERENCE ONLY.
4. THE DESIGN PRESENTED IS CONCEPT LEVEL, FOR DISCUSSION ONLY AND SUBJECT TO CHANGE.
5. TIDE LEVELS

HAT	+4.72mOD = +6.40mCD
MHWS	+4.12mOD = +5.80mCD
MHWN	+3.02mOD = +4.70mCD
MLWN	-0.98mOD = +0.70mCD
MLWS	-1.38mOD = +0.30mCD
LAT	-1.68mOD = 0.00mCD

6. TIDE LEVELS IN CHART DATUM WHICH IS 1.68m BELOW ORDNANCE DATUM.
7. TIDE DATA TAKEN FROM PLA T106 TABLES.
8. DEPTHS ARE IN METRES BELOW CHART DATUM, WHICH IS APPROXIMATELY THE LEVEL OF THE LOWEST ASTRONOMICAL TIDE.

VEHICLE ROUTE

REFERENCE DRAWINGS:

2048-BRL-02-XX-DR-C-3001	KEY PLAN
2048-BRL-02-XX-DR-C-3003	PROPOSED BLOCK PLAN
2048-BRL-02-XX-DR-C-3101	HAMMERSMITH PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3102	HAMMERSMITH PIER - EXISTING ELEVATION
2048-BRL-02-XX-DR-C-3103	HAMMERSMITH PIER - PROPOSED ELEVATION
2048-BRL-02-XX-DR-C-3104	HAMMERSMITH PIER - EXISTING RIVER SECTION
2048-BRL-02-XX-DR-C-3105	HAMMERSMITH PIER - PROPOSED RIVER SECTION - MHWS
2048-BRL-02-XX-DR-C-3106	HAMMERSMITH PIER - PROPOSED RIVER SECTION - MLWS
2048-BRL-02-XX-DR-C-3107	HAMMERSMITH PIER - PROPOSED LANDSIDE SECTION
2048-BRL-02-XX-DR-C-3120	HAMMERSMITH PIER - PONTOON LAYOUT
2048-BRL-02-XX-DR-C-3131	HAMMERSMITH PIER - PROPOSED BED LEVELLING PLAN
2048-BRL-02-XX-DR-C-3200	BARNES PIER - EXISTING GA
2048-BRL-02-XX-DR-C-3201	BARNES PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3202	BARNES PIER - EXISTING ELEVATION
2048-BRL-02-XX-DR-C-3203	BARNES PIER - PROPOSED ELEVATION
2048-BRL-02-XX-DR-C-3204	BARNES PIER - EXISTING RIVER SECTION
2048-BRL-02-XX-DR-C-3205	BARNES PIER - PROPOSED RIVER SECTION
2048-BRL-02-XX-DR-C-3206	BARNES PIER - EXISTING TOW PATH SECTION
2048-BRL-02-XX-DR-C-3207	BARNES PIER - PROPOSED TOW PATH SECTION
2048-BRL-02-XX-DR-C-3208	BARNES PIER - EXISTING HIGHWAY ACCESS SECTION
2048-BRL-02-XX-DR-C-3209	BARNES PIER - PROPOSED HIGHWAY ACCESS SECTION
2048-BRL-02-XX-DR-C-3220	BARNES PIER - PONTOON LAYOUT

Transport for London

CLIENT

Uber Boat by thames clippers

REV	DATE	DRN	DoChk	EngChk	APP	DESCRIPTION
P02	11.05.21	MS	OM	HP	TKHB	ISSUED FOR APPROVAL
P01	10.05.21	MS	OM	HP	TKHB	ISSUED FOR APPROVAL

REVISION

BECKETT RANKINE
Marine Consulting Engineers

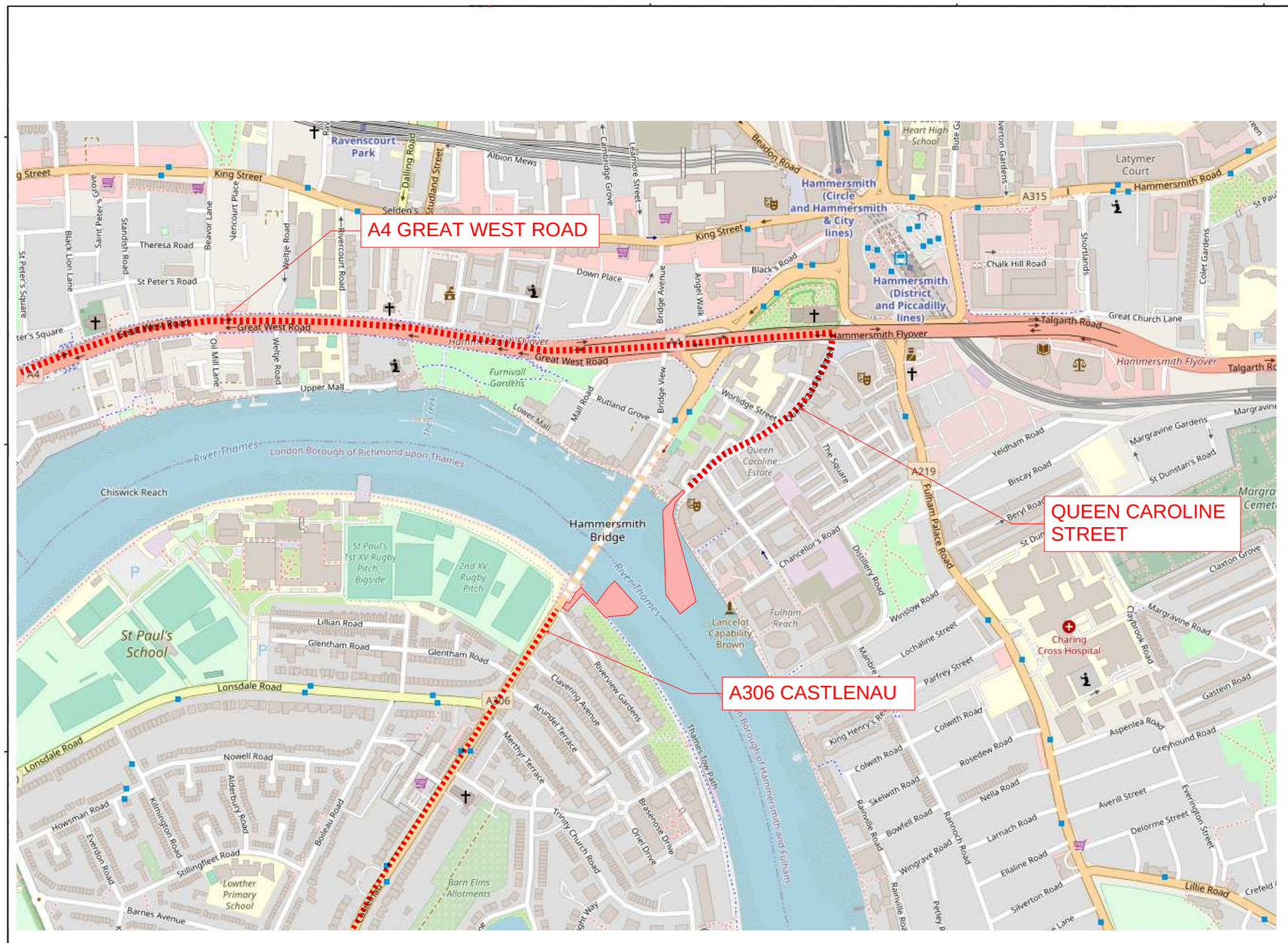
TITLE

HAMMERSMITH TEMPORARY FERRY

KEY PLAN

PROJECT DRAWING No.	SCALE	S. CODE	REV
2048-BRL-02-XX-DR-C-3001	1:10000	S4	P02

Figure 10 - Context Plan With Vehicle Route 1:2,500



Legend

- Site
- Community Considerations
- Road Route to Site

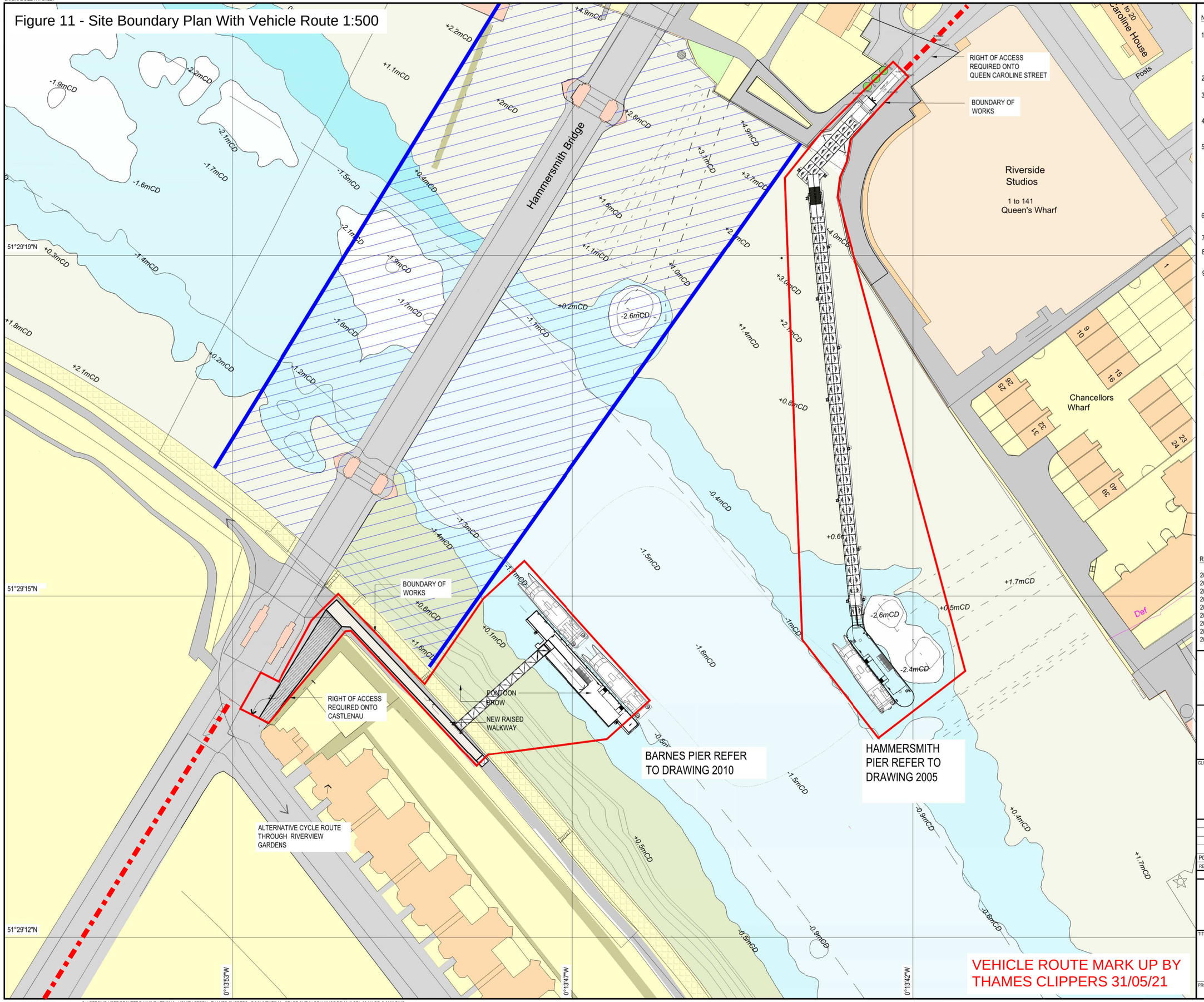
Hammersmith Temporary River Ferry - DCLP
Context Plan

Scale at A3 **1:2,500**

Metres
0 30 60 120

ORIGINAL SIZE : A1 SHEET

Figure 11 - Site Boundary Plan With Vehicle Route 1:500



NOTES :

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MHWN	+3.02mOD = +4.70mCD
MLWN	-0.98mOD = +0.70mCD
MLWS	-1.38mOD = +0.30mCD
LAT	-1.68mOD = 0.00mCD

6. TIDE LEVELS IN CHART DATUM WHICH IS -1.68m ABOVE ORDNANCE DATUM.
7. CONTAINS DATA FROM PLA CHART No311, NOVEMBER 2014
8. DEPTHS ARE IN METRES BELOW CHART DATUM, WHICH IS APPROXIMATELY THE LEVEL OF THE LOWEST ASTRONOMICAL TIDE
9. PIER POSITION ARE APPROXIMATE AND TO BE CONFIRMED FOLLOWING A NAVIGATION RISK ASSESSMENT

LEGEND

EXCLUSION ZONE AROUND HAMMERSMITH BRIDGE

VEHICLE ROUTE

REFERENCE DRAWINGS:

2048-BRL-02-XX-DR-C-3001	KEY PLAN
2048-BRL-02-XX-DR-C-3003	PROPOSED BLOCK PLAN
2048-BRL-02-XX-DR-C-3101	HAMMERSMITH PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3105	HAMMERSMITH PIER - PROPOSED RIVER SECTION
2048-BRL-02-XX-DR-C-3120	HAMMERSMITH PIER - PONTOON LAYOUT
2048-BRL-02-XX-DR-C-3201	BARNES PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3205	BARNES PIER - PROPOSED RIVER SECTION
2048-BRL-02-XX-DR-C-3209	BARNES PIER - PROPOSED HIGHWAY ACCESS SECTION
2048-BRL-02-XX-DR-C-3220	BARNES PIER - PONTOON LAYOUT

Transport for London

CLIENT

Uber Boat by thames clippers

REV	DATE	DRN	DoCh	EngChk	APP	DESCRIPTION
P01	30.04.21	MS	OM	HP	TKHB	

REVISION

BECKETT RANKINE
Marine Consulting Engineers

TITLE

HAMMERSMITH FERRY

PROPOSED BLOCK PLAN

PROJECT DRAWING No.	SCALE	S. CODE	REV
2048-BRL-02-XX-DR-C-3003	1:500	S3	P01

Construction Site Layout

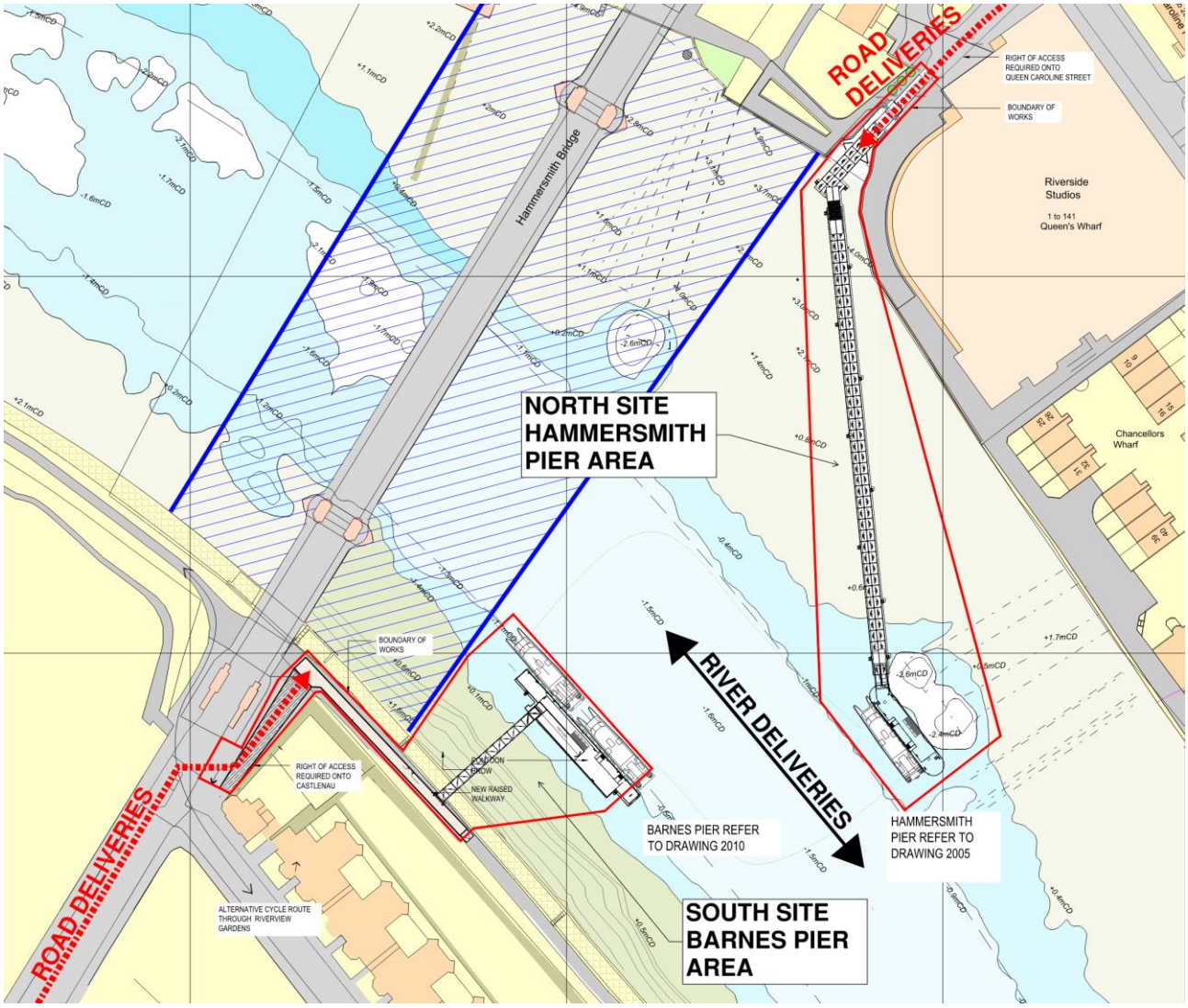


Figure 13 – Site Layout Plan

This CLP plan, bespoke to the project, has been produced and will be implemented to control both deliveries to site and the closure of any carriageways and footpaths as necessary taking into account the following:

· Safety to pedestrians/workers/drivers
· Noise and vibration
· Smoke and fumes (Insist upon minimum Euro engine standards and anti-idling policy)
· Working hours

The works has been planned to minimise deliveries via road as much as possible and maximising deliveries via river. Only deliveries that cannot be made via river shall be via road.

All deliveries will be pre-planned to a timed schedule to ensure that road congestion is minimised and that deliveries can be managed efficiently.
Upon arrival at the site access point vehicles will be checked by a Traffic Marshal, who will be in possession of a daily delivery schedule. If the load is compliant with the delivery schedule, the Traffic Marshal will

firstly ensure that the driver is familiar with the site rules. The Traffic Marshal will then advise the relevant trade package contractor by radio/mobile telephone of the delivery and arrange for a Banks person to supervise the offloading. The Banks person will stay with the vehicle at all times whilst on site until it returns to the site entrance and is booked out.
If an unscheduled delivery arrives on site, it will be sent away immediately i.e. vehicles will not be allowed to 'stack' outside of the site.

Booking systems

The limited vehicular activity will all be booked in advance and qualified traffic marshals will be on hand to support loading and unloading as necessary.

Storage of plant and materials

All plant and materials will be stored in segregated and controlled areas to all site areas. The movement of plant and materials in/out of these areas will be controlled by the traffic marshals / banks persons assigned to each site area.

5. Strategies to Reduce Impacts

Traffic and delivery management is vital in avoiding the negative impact the build-up of traffic can have on a project's perception as well as adversely effecting construction progress.

Using the River Thames for transport of a significant proportion of the construction materials and plant will reduce the impact of on the local road network.

UBTC will agree the correct strategy, quantity and positioning of Traffic Marshals to be deployed, with on-site operations directed by a dedicated Logistics Manager supported by trained banks persons and Traffic Marshalls.

The Traffic Marshals will be responsible for supervising and directing all vehicles and pedestrian operations around the site entrance.

Measures to address any issues regarding entry, access and exit to site secure, off-street loading and drop off facilities (parking arrangements for delivery vehicles)

All delivery vehicles will be offloaded on the carriageway within a barriered off zone.
Parties booking a delivery will indicate which side of the river they require the materials to be loaded or unloaded.

Contractors vans will be permitted to site for unloading purposes, secure onsite storage will be provided for tool storage so that unloading and loading will only be carried out at the beginning and end of each contractors works and not on a daily basis.

Road closures will not be required, however footpath closures will be required on the north and south side of the Hammersmith Bridge, see figures 14 and 15 below, full diversion drawings are in appendix.

On the North Bank, a small site compound shall be established in the green space adjacent to the works. The footpath running through this area shall be closed. Pedestrians and cyclists shall be diverted along Hammersmith Bridge Road, down Worlidge Street, then down Queen Caroline Street and back onto the

Thames Path (reversed if approaching from the East). Secure fencing / barriers shall be set up around the work site perimeter.

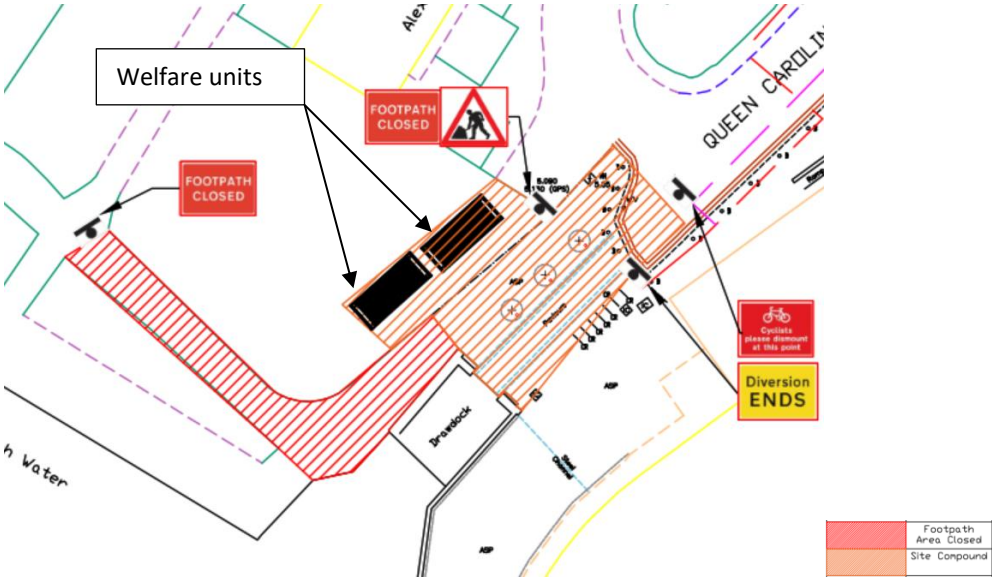


Figure 14 – Footpath Closure on north side of Hammersmith Bridge

On the South bank the civils scope of works includes excavation and installation of a new concrete bank seat, re-grading the existing access ramp to the tow path and installation of a new raised platform. Due to the restricted space along the tow path and access ramp, both will need to be closed during the works. To minimise the impact of the closure, this shall only be during NWH (Normal Working Hours) 08:00 – 18:00. At the end of each shift, security fencing shall be erected around the works and the tow path and ramp made safe for pedestrians and cyclists.

No additional road closures (above the existing Hammersmith Bridge) will be required but there are five existing parking bays on Riverview Gardens that are required to be suspended for the duration of the works. 3 are located opposite the access ramp site entrance next to the bridge. These will ensure public vehicle access is maintained during times of delivery to the site. 2 are located outside of the Metropolitan Land Area access gate onto Riverview Gardens. These will help to ease any congestion for the diverted footfall through the gates.

Figure 15 – Footpath Closure on south side of Hammersmith Bridge

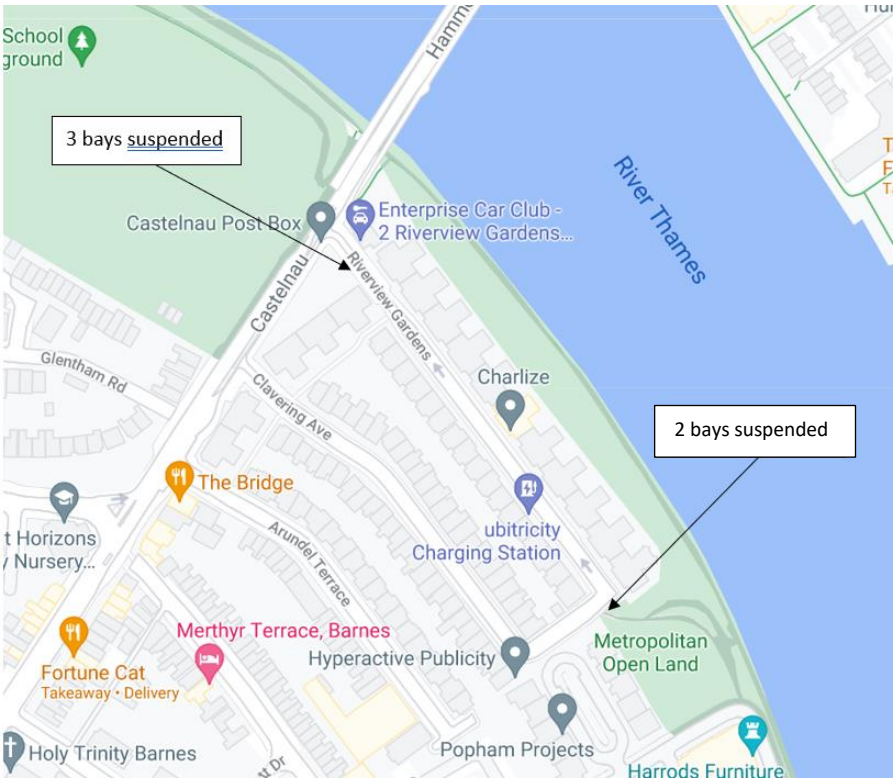


Figure 16 – Parking bay suspensions on Riverview Gardens

Figure 17 – Parking bay suspensions outside Metropolitan Land Area

Figure 18 - Footpath Closure on south side of Hammersmith Bridge

Pedestrian, cyclist, bus and general traffic considerations

In preparing the DCLP for this project, we have taken into consideration the effect of the construction works on the surrounding area, and endeavoured to minimise the impact of the works on the existing public and other road users.

The traffic management considerations will also include the erection and maintenance of all mandatory and directional signage, including the following:

· Site entrance health and safety sign board
· Fire safety, including 'No Smoking' and 'Fire Exit'
· Instruction Notices
· Directional Signage
· Diversion routes
· Current safety campaign/initiatives signs and posters
· Crane numbers (2 no. hiab lifts)

In accordance with TfL recommendations, and good site practice, we will endeavour to carry out the majority of deliveries in off-peak hours between 9:30am and 4:00pm so as to avoid adding traffic around the Putney and Kew Bridge areas.

6. Estimated Vehicle Movements

In order to assess the weekly construction traffic generation, the following assessments have been made:

- Five and a half working days per week
- 10 hours per working day (4 on a Saturday)
- LGV's expected 1 no. on the south side only

The construction traffic will be managed to be spread evenly over the working day as per the delivery schedule, although there may be peaks.

The graphs below (figures 16 and 17) provide the monthly estimate of heavy goods vehicle deliveries / collections across the construction programme each week for the works.

On a normal day no traffic movements are planned for either side. For the North bank, the planned movements shall be for mobilisation and demobilisation, along with limited deliveries for the approach ramp. On the South bank, deliveries shall be for mobilisation and demobilisation, concrete deliveries for the bank seat and material for the ramp and raised platform.

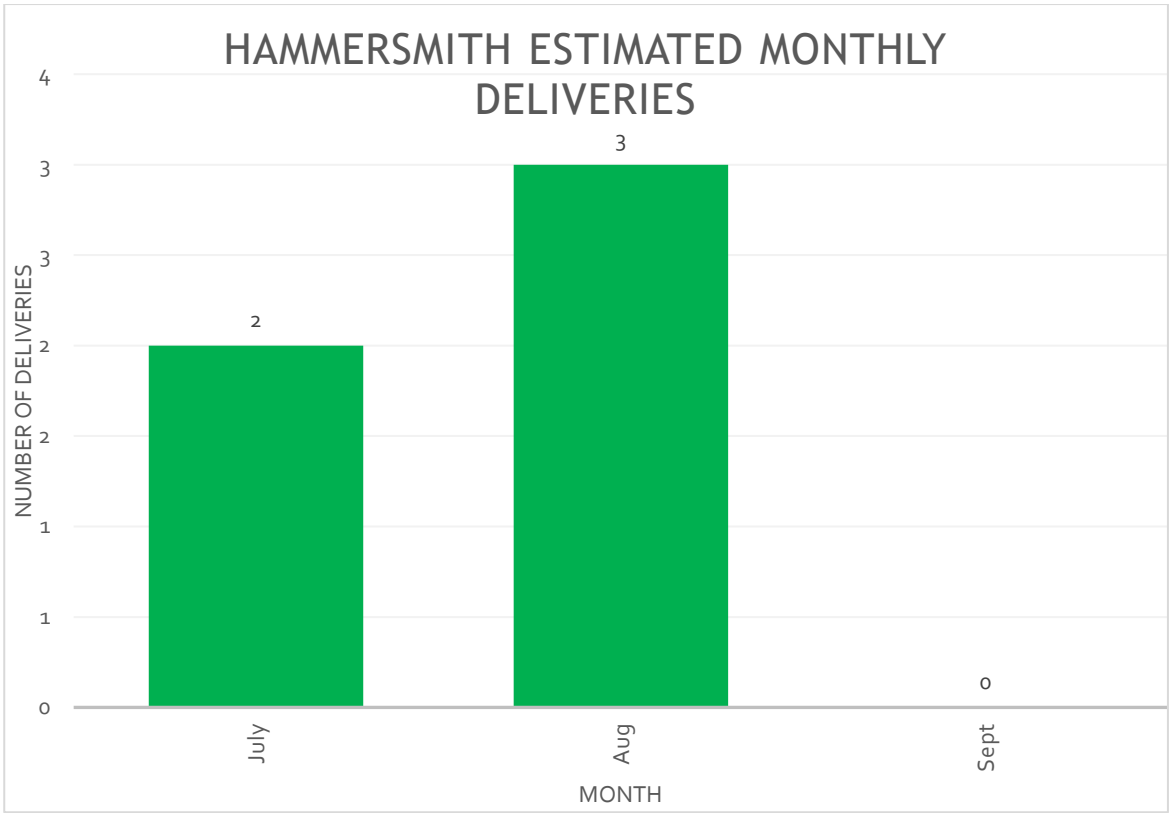


Figure 16– Estimated daily HGV vehicle deliveries per month

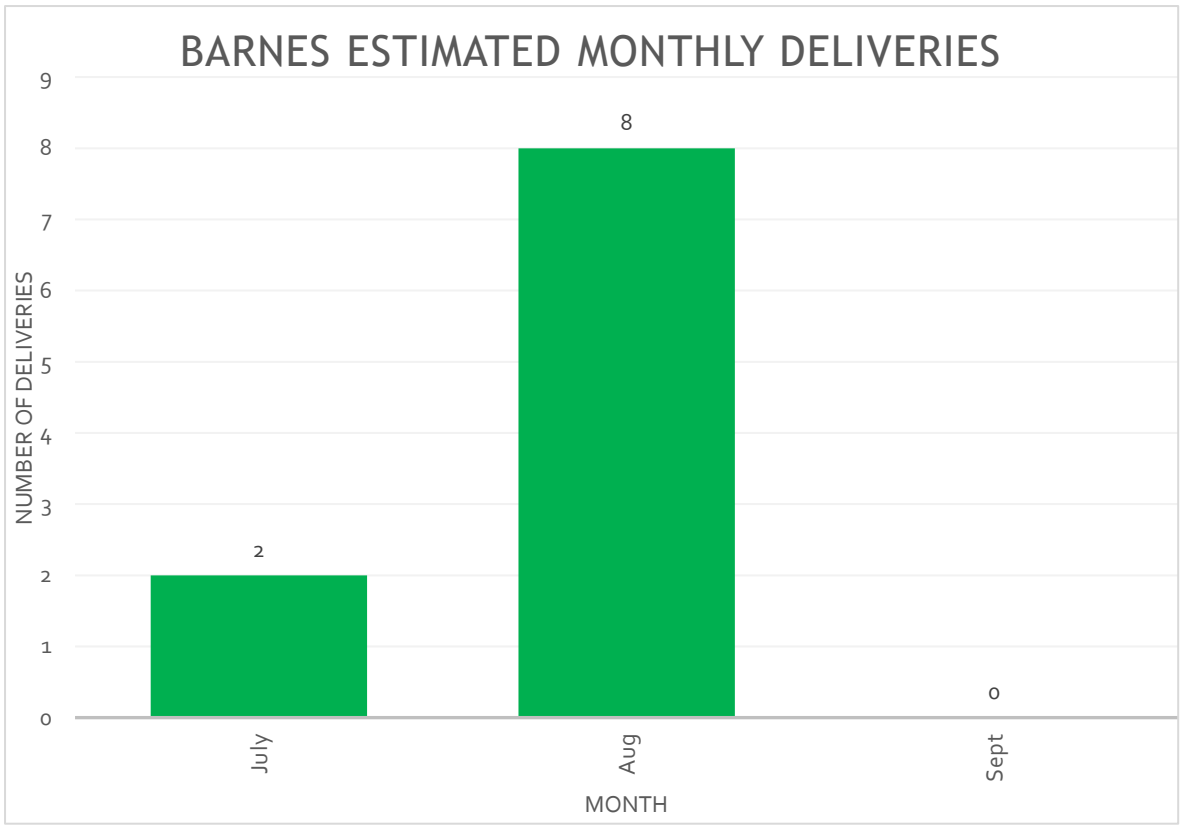


Figure 17– Estimated daily HGV vehicle deliveries per month

As shown above, the number of HGV vehicle deliveries and collections will peak at 8 per month during the project period. Please note that a single delivery is two movements.

The use of the river to deliver the large, bulky envelope elements of the project means that many of the subsequent HGV deliveries can be affected on Class 2 & 3 rigid vehicles.

7. Implementing, Monitoring and Updating

Minimising waste

We will prepare a Site Waste Management Plan for this project. Within this plan we will identify all the waste streams to be produced on this project together with the estimated quantity for each stream.

We will work with our key suppliers to drive waste minimisation through a process of applying lean manufacturing principles and implement a programmed 'take back' for surplus materials and packaging.

Covered recycling and residual waste bins will be provided on site for the segregation and storage of suitable non-construction waste (e.g. paper, plastics, etc.) for collection and reuse or disposal without contaminating construction waste streams.

All waste produced on site will be segregated and then sent to a registered waste transfer facility for recycling and disposal, with quantities recorded and reported against our target KPI for the project on a monthly basis. This will enable any monthly increases in waste production to be questioned, explained and controlled.

Use of other modes of transport

As in line with Section 7.28 of the "transport Assessment Best Practice Guidance" the CLP should "identify a range of tools, actions and interventions aimed at reducing and retiming deliveries, maximising the use of more sustainable modes such as rail and water and construction consolidation".

To meet the above requirements, we have investigated, in conjunction with our supply chain, alternative arrangements for the delivery of materials to site/removal of waste from site to minimise the environmental impact of the project transport arrangements. Where possible and practicable we will use the River Thames to transport materials to and from site.

Consolidation and off-site fabrication

As part of our commitment to reduce the number of road trips/deliveries to the site we will work closely with our supply chain/suppliers to:-

- Review delivery and collection frequencies
- Promote offsite load consolidation by providing suitable off-site space
- Implement the use of offsite holding centre for deliveries by larger vehicles. Then forward loads to site by river.

As part of our commitment to Modern Methods of Construction (MMC) in order to improve quality, improve efficiency of energy and resource use and reduce construction duration, we will identify elements of the design that can be pre-fabricated prior to delivery to site and installation, thereby further reducing vehicle movements to/from site.

Freight operator recognition scheme (FORS)

FORS is a free membership scheme that's helping van and lorry operators in London to be safer, more efficient and more environmentally friendly.

We will require all suppliers and haulage companies register with the FORS and obtain silver status within 90 days of contract award. This requirement will be incorporated into our prequalification and appointment process for suppliers and hauliers.

We recognise that FORS:-

- Creates safer drivers – with significantly reduced collision rates.
- Will encourage suppliers to improve fuel economy for deliveries associated with our project.
- Provides more certainty with deliveries and collections.
- Promote less journeys to and from site.
- Ensures that vehicles are fitted with the latest safety equipment including side guards, close proximity CCTV cameras and detection sensors, blind spot mirrors and prominent signs to warn cyclists of the dangers of passing the vehicle on the inside.

How the DCLP will be monitored

It is important to monitor the DC&CLP and check it is effectively reducing congestion, air pollution, noise and visual intrusion. A review shall be carried out after site set up, including consultation with the neighbours after 1 week.

As a consequence of this review, we will consider whether any additional actions are needed to reduce the impact of freight.

Considerate Constructors Scheme

We will register this development with the Considerate Constructors Scheme.
As a business, we continually strive to improve our performance and see the Considerate Constructors Scheme as a key benchmark in monitoring our performance and raising the perception of the construction industry.

Neighbourhood Consultation & Liaison

We will consult and explore with the all the team members, adjacent occupants and the Local Authority all measures to reduce any potential negative impact on the operation of the existing environment and adjacent occupiers.

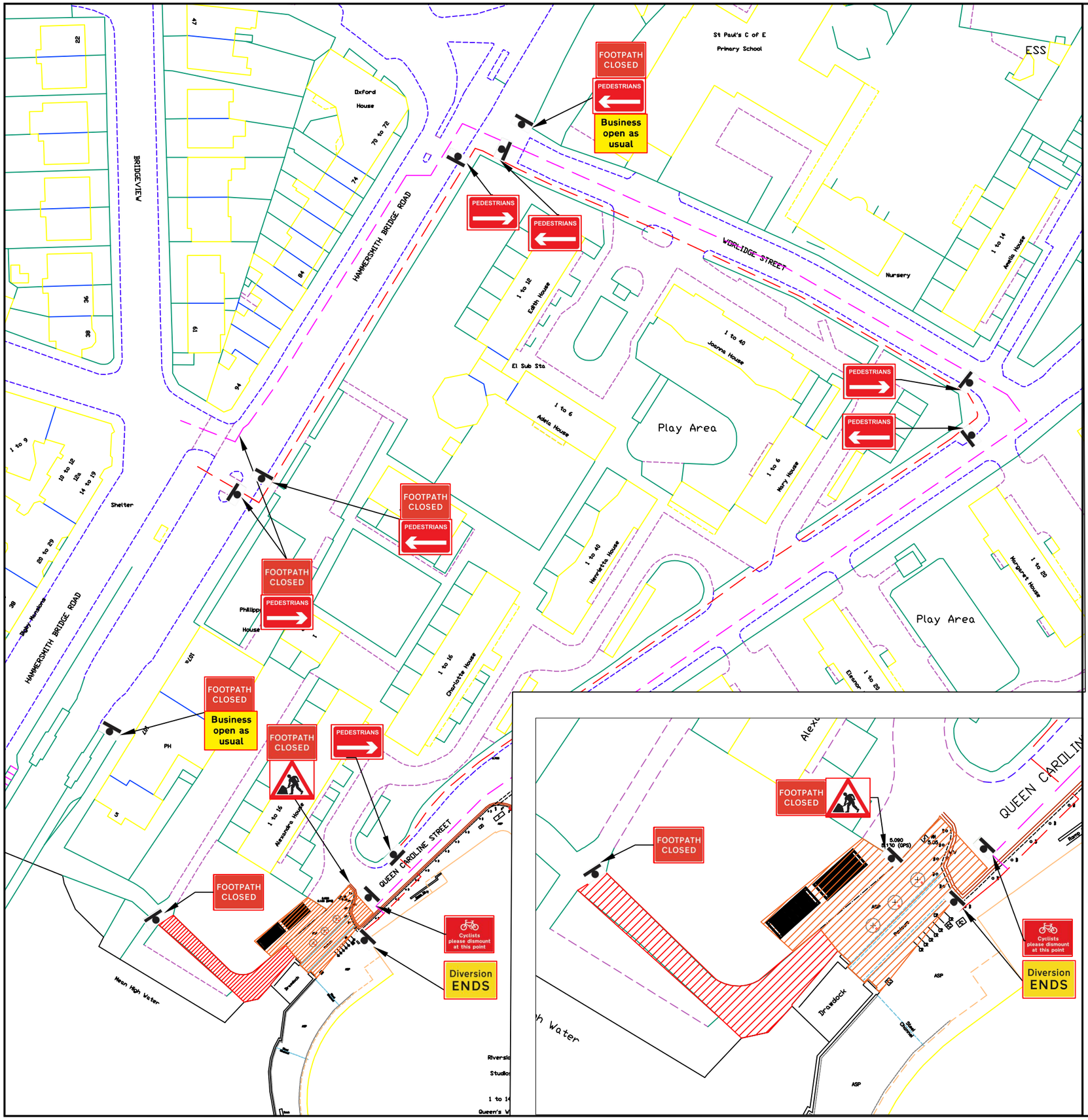
Notification of the project commencement will be issued to all Statutory Authorities, neighbours and the client's representative advising them of the construction works and of our proposed programme.

The project will be registered with the Considerate Constructors Scheme and we will carry out the works in accordance with the CCS's instructions & guidance.

As part of our compliance with CCS, a Complaint's File will be produced so that any complaints received from residents, neighbours or members of the public may be recorded. All complaints will be investigated and dealt with both positively and promptly.

Both company and site-specific contact details (including out of hours) will be displayed at the front of the north and south sites.

Appendix A – Diversion Route Drawings



FOOTPATH CLOSED	Footpath Closed
	Construction Work
PEDESTRIANS	Diversion Left
PEDESTRIANS	Diversion Right
Diversion ENDS	Diversion Ends
Business open as usual	Business Open as Usual
	Pedestrian Diversion
	Cyclist Diversion
Cyclists please dismount at this point	Cyclists Dismount
Parking Suspension	Parking Suspension
	Footpath Area Closed
	Site Compound
	T-Symbol sign direction
	T-Symbol sign direction

Revisions

Notes	Date	Rev.	Init.

	Init.	Date
Designed		
Drawn / Traced	PD	11.06.21
Checked		
Approved	TBC	TBC

Scale	Original Sheet Size
1 : 200	A3

UBER BOAT BY THAMES CLIPPERS

Uber Boat by thames clippers

PROJECT

TEMPORARY TRAFFIC MANAGEMENT SYSTEM

HAMMERSMITH

Drawing Status: -

DWG No.	rev.
UBTC-HB-DRW-TM-001	-

The secton of the Tow Path shown in blue shall be closed during the hours of 08:00 to 18:00 each day during construction works. Outside of these times the Tow Path shall be open. Please use the signed pedestrian and cyclist diversion route along Riverview Gardens

FOOTPATH DIVERSION

Legend

----------	Path closed between 08:00 - 18:00
----------	Diversion during 08:00 - 18:00

Revisions

Notes	Date	Rev.	Init.

	Init.	Date
Designed		
Drawn / Traced	PD	28.05.21
Checked		
Approved	TBC	TBC

Scale	Original Sheet Size
1 : 200	A3

UBER BOAT BY THAMES CLIPPERS

Uber Boat by thames clippers

PROJECT

TEMPORARY TRAFFIC MANAGEMENT SYSTEM

RICHMOND

Drawing Status: -

DWG No.	rev.
UBTC-HB-DRW-TM-002	-