



ttp consulting
transport planning specialists

LPS (Richmond) Holdings

**The Rose of York, Petersham Road
London Borough of
Richmond upon Thames**

Construction Traffic Management Plan

July 2021

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by LPS (Richmond) Holdings (the Applicant) to prepare a Construction Traffic Management Plan (CTMP) to accompany a planning application to reconfigure and refurbish the existing Rose of York, located in the London Borough of Richmond upon Thames (LBRuT).
- 1.2 The site is broadly triangular in shape with The Petersham Hotel located to the east and the A307 Petersham Road to the west. Nightingale Lane runs along the northern boundary and Petersham Common along the south. Richmond Town Centre is located circa 800m north of the site. The site location is shown at **Figure 1.1**.



Figure 1.1: Site Location Plan

- 1.3 This CTMP seeks to outline the management of traffic during the construction works and provide a strategy that will minimise the potential for disruption to local neighbours and other users of the adjacent highway network.

- 1.4 The contents of the CTMP will be complied with unless otherwise agreed with the Council. The CTMP is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the CTMP document will be submitted to the Council for approval. There will also be a requirement for a detailed document secured by planning condition.
- 1.5 This document is broadly similar to the previous document that was submitted for pre-application advice, which was considered acceptable in principle. Additional references have been included with regards to revisions to vehicle timings, provision of a wheelwash facility and site access banksmen.

2 LOCAL HIGHWAY NETWORK

2.1 Petersham Road (A307) operates between Cobham to the south and the A205 South Circular Road to the north passing between Esher, Kingston upon Thames, Richmond and the site itself. In the vicinity of the site, double yellow lines run along the extent of the road except for the provision of a southbound bus stop towards the northern end of the site. The road measures 6.3m in width, with western and eastern footways measuring between 1.4m and 1.2m respectively. The access junction serving the site measures 13.1m in width. An existing highway arrangement drawing is provided at **Appendix A**.

2.2 A map of the strategic highway network is shown at **Figure 2.1**, identifying Petersham Road and nearby connections.

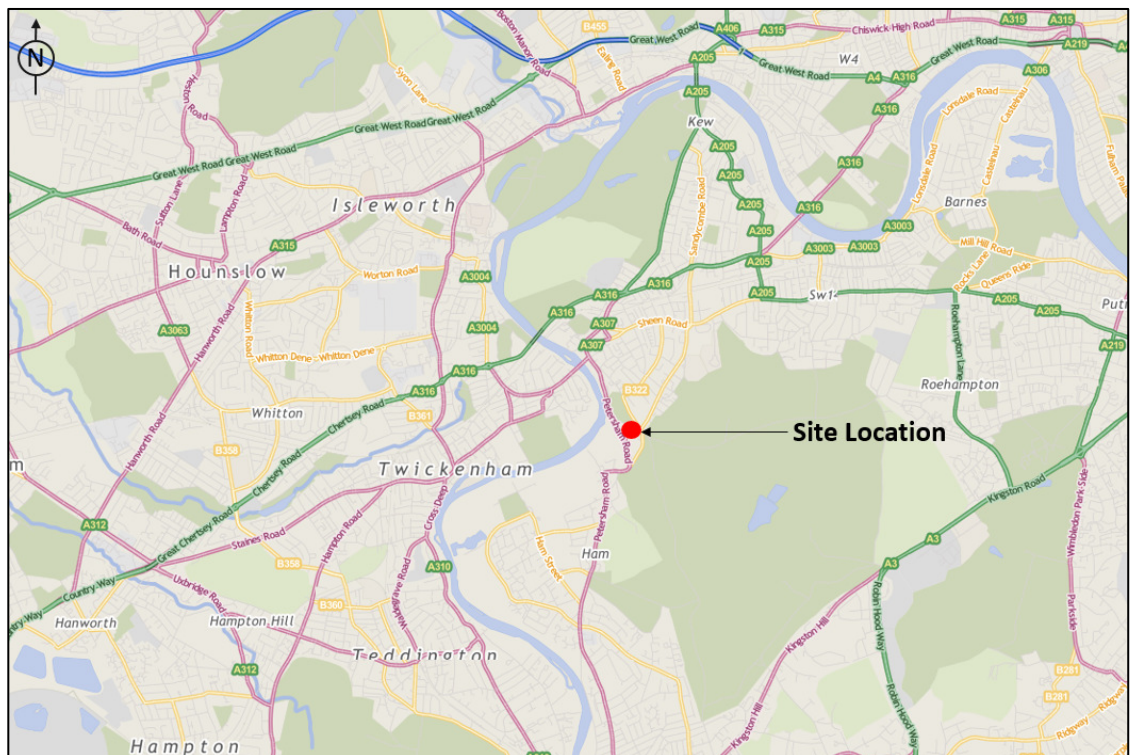


Figure 2.1 – Strategic Highway Network in the Vicinity of the Site

3 CTMP STRATEGY

Overview

3.1 The remainder of this CTMP provides an overview of the construction process, the type and size of vehicles expected to visit the site, access arrangements and any necessary highway works and traffic management orders. In particular, it considers and addresses the following:

- Project Manager;
- Programme;
- Working hours;
- The access arrangements for vehicles;
- Site arrangement;
- Proposed routes of vehicles to and from the site;
- Sizes and numbers of construction vehicles;
- Details of how pedestrian and cyclist safety will be maintained, including any banksmen arrangements;
- Details of how traffic associated with the construction process will be managed in order to reduce congestion;
- Details of any other measures designed to reduce the impact of associated traffic;
- Proposed noise, dust and vibration measures that will be implemented; and,
- Monitoring and review process.

Project Manager

3.2 Subject to planning permission, a contractor will be appointed, at which stage a Project Manager will be appointed and will assume all responsibility for implementing the measures within the CTMP. They will also seek to comply with all relevant legislation and apply for any necessary licenses. Their contact details for the contractor will be provided to the Council.

3.3 The Project Manager will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24hour emergency contact number will also be provided.

3.4 The Project Manager will liaise with local residents and the Project Managers for other construction activity in the local area when and where it is relevant to do so. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

3.5 The Project Manager will keep a record of any comments of complaints and will ensure that they are resolved quickly.

- 3.6 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.
- 3.7 The Project Manager will register with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area. Participation in the scheme will ensure and commit the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

Programme / Phasing

- 3.8 The construction works will take approximately 40 weeks in total. A broadbrush programme of works is set out in **Table 3.1** highlighting the duration of works by phase and the maximum number of daily vehicles that will be expected to attend the site.

Table 3.1 – Programme of Works		
Construction Phase	Programme (Number of Weeks)	Max Number of Vehicles Per Day
Site set up	2	3
Demolition / Strip Out / Excavation	10	4
Structures	20	4
Fit out	24	4
Site closure	2	3
Note: The phases and works set out above will overlap throughout construction thereby reducing overall timescales.		

- 3.9 A detailed construction programme would be provided upon appointment of a contractor.

Hours of Operation

- 3.10 The proposed hours of operation will be between:
- Weekdays: 08:00 – 18:00;
 - Saturdays: 08:00 – 13:00 (no noisy works); and,
 - Sunday: No activity unless agreed with the Council.
- 3.11 Deliveries and collections will be arranged and scheduled, where possible, to avoid network peak periods in order to minimise disruption. As such, all deliveries to and collections from the site made between the hours of 09.30 and 15.30 in school term times, and between 09.30 and 16.30 outside of school term times.

Site Access

- 3.12 All construction vehicle activity will be undertaken on-site within the existing surface level car park with access served by the existing access on Petersham Road. All vehicles will enter and exit in forward gear with vehicles inspected prior to leaving the site to ensure wheels are clean and free from debris.
- 3.13 All construction vehicle arrivals and departures will be managed by qualified banksmen at the site entrance / exit to ensure appropriate safety and traffic management measures are adhered to.
- 3.14 Traffic marshals shall be employed throughout the contract to manage the flow of construction vehicles to ensure that public and pedestrian safety is maintained at all times, and that the highway is kept open for normal traffic.

Site Arrangement

- 3.15 An indicative site arrangement drawing is shown at **Appendix B**.
- 3.16 The arrangement seeks to accommodate vehicles on-site with vehicles entering and exiting the development in forward gear. There is no reliance on the public highway for storage and construction activity.
- 3.17 A site hoarding will be erected around the perimeter of the site to contain all works. The hoarding will provide a pedestrian entrance and vehicle gates at the entrance.
- 3.18 Spoil and material arising from the strip out and excavation phases will be stored onsite at the front of the site within the confines of the site hoarding. Spoil and material will be removed from the site via grab lorry, skip exchange or wait & load.
- 3.19 Material being delivered to the site will be off-loaded either manually or via a Hi-Ab from within the site.
- 3.20 Concrete will be pumped directly into the site with concrete lorries positioned within the site boundary.
- 3.21 All plant and material associated with construction will be stored on-site and not left on the public highway.
- 3.22 A wheelwash facility will be provided on-site with all vehicles checked and cleaned prior to leaving the site.
- 3.23 Pedestrian activity on Petersham Road will be managed to ensure that there is no conflict between construction vehicles entering and exiting the site and pedestrian movements.

Access Arrangements for Vehicles

Proposed Route

- 3.24 The site is located along the A307, and therefore, vehicles will enter and exit the strategic highway network at the site boundary. Vehicles will be encouraged to arrive from the south and depart to the north.
- 3.25 All construction vehicle arrivals and departures will be managed by qualified banksmen at the site to ensure appropriate safety and traffic management measures are adhered to.
- 3.26 All personnel responsible for delivering material to and / or transporting material away from the site will be advised of the proposed / agreed vehicular access route.
- 3.27 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed in order to avoid numerous construction vehicle seeking access to the site at any time.
- 3.28 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 3.29 Emergency access will be maintained at all times. In the event access is restricted in any way, construction vehicles will be instructed to move immediately.
- 3.30 Construction site employees will travel to and from the site by sustainable modes wherever possible.

Vehicle Types and Numbers of Movements

- 3.31 A range of vehicles will attend the site including the following:
- 10.2m length 4 axle large tipper;
 - 9.1m length 4 axle grab lorry;
 - 9.7m length 4 axle concrete mixer;
 - 9.1m length 4 axle hi-ab;
 - 10m length 2 axle flat-bed lorry; and,
 - Light Goods Vehicles.
- 3.32 As set out previously, **Table 3.1** provides details of the maximum number of vehicles expected to attend the site each day. The average dwell time for each vehicle is unlikely to exceed 40 minutes.

- 3.33 Swept path analysis for the proposed vehicles are included at **Appendix C**.

Pedestrian and Cyclist Safety

- 3.34 Construction traffic poses a potential risk to pedestrian and cyclist safety. As such, vulnerable road users' safety will be paramount. The use of banksmen during all periods of operation at the site will assist with pedestrian and cyclist safety.
- 3.35 Professional banksmen will supervise all arrivals and departures at the site.
- 3.36 Appropriate signage will be provided to warn pedestrians and other road users of the construction site and expected activity.

Utility Connections

- 3.37 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.

Tree Protection

- 3.38 All trees within the site that have special status will be pruned and protected prior to construction.

Recycling

- 3.39 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Furthermore, material will be re-used on-site where feasible.
- 3.40 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling and re-use.

Control of Noise, Dust and Vibrations

- 3.41 The following measures will be introduced to control noise, dust and vibrations.
- 3.42 Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the site.
- 3.43 All loading, unloading, deliveries of materials and removal of waste material will be carried out within normal site working hours where possible.
- 3.44 Drivers will be required to turn off engines when stationary to ensure vehicles are not left idling.

- 3.45 The Project Manager will ensure that Petersham Road will be kept clear of any construction debris with regular inspections undertaken throughout the programme.
- 3.46 Water spray techniques will be used to control dust associated with the construction process.
- 3.47 All works will be undertaken during the daytime to reduce any impacts with noise. In addition, no works will be undertaken on a Sunday.
- 3.48 Offloading will generally be direct from vehicles onto the site. Materials will not be stored on public footpaths or roads.
- 3.49 Welfare facilities will be provided on-site to discourage workers from congregating in public areas.
- 3.50 A site hoarding will be erected to contain construction noise and vibrations. In addition, works will be undertaken in a considerate and sensitive manner.
- 3.51 No noisy works will take place on bank holidays, unless agreed with the Council. Works which are considered likely to generate the most noise will take place after 11am to ensure that the amenity of guests at the nearby Petersham Hotel is not affected.

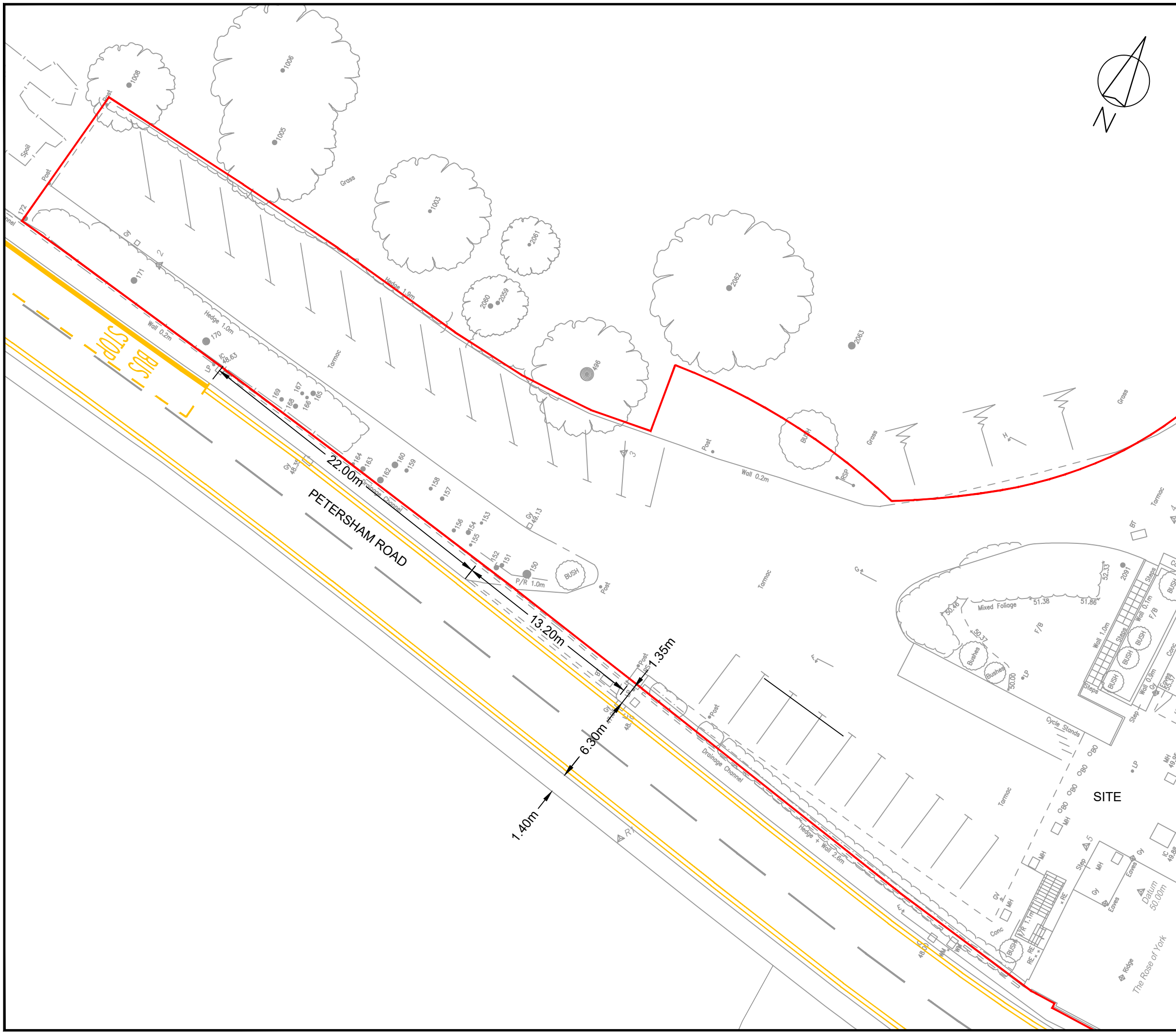
Review and Monitoring

- 3.52 The CTMP will be 'live' document and regularly reviewed and updated as necessary by the Project Manager.
- 3.53 The Project Manager's details will be available at all times in the event someone wishes to make a complaint or suggestion.

4 SUMMARY

- 4.1 TTP Consulting has been appointed to prepare a 'Construction Traffic Management Plan' in relation to the proposed development to reconfigure and refurbish the Rose of York, located in the London Borough of Richmond upon Thames.
- 4.2 The document sets out the key principles associated with construction with regards to the construction programme, vehicle movements, traffic management measures, loading areas and storage.
- 4.3 The CTMP is a live document that will be updated upon appointment of a contractor and as necessary to include relevant information and address issues that may be identified through consultation with the Council and local neighbours. Any revisions made to the CTMP document will be submitted to the Council for approval. There will also be a requirement for a detailed document secured by planning condition.

Appendix A



Rev	Details	Drawn	Checked	Date
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KEY:

	SITE BOUNDARY
	EXISTING DOUBLE YELLOW LINES

NOTES:

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

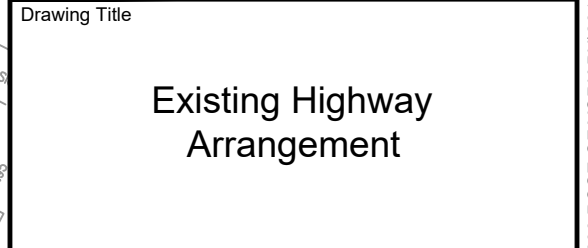
Client: ...

Project: **Rose of York PH , Petersham Road , Richmond**

Drawing Title: **Existing Highway Arrangement**

Scale: **1:250** Size: **A3**

Drawn	AS	17.09.2018
Checked	EC	17.09.2018



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Drawing Number	2016-2990-001	Rev	...
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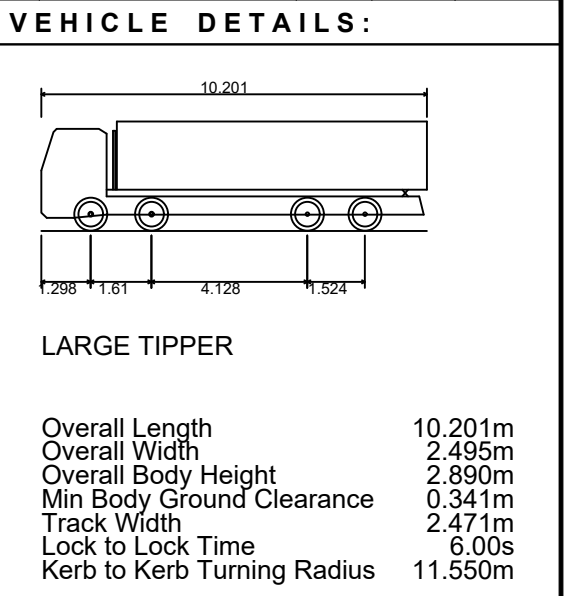
Appendix B

Appendix C



- 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.
 4. The internal layout has been provided by Andrews + Boyd Consultants Limited (Drawing No. 19.10.2018 proposed revised planning set 1 to 200 site plan Rose of York), and TTP shall not be liable for any inaccuracies or deficiencies.
 5. Parking bays will not be in use during construction.

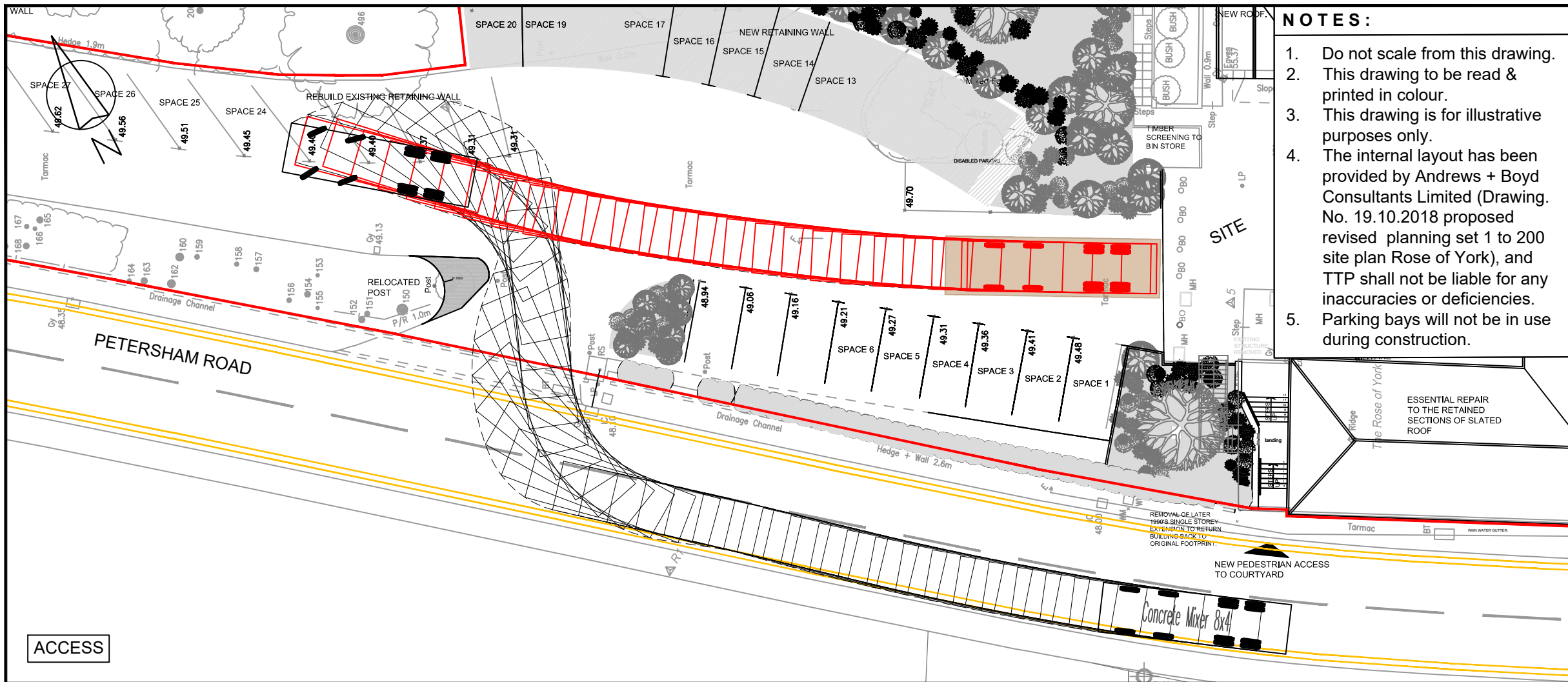
Rev	Details	Drawn	Checked	Date
A	Layout & tracking updated	AS	EC	14.11.2018



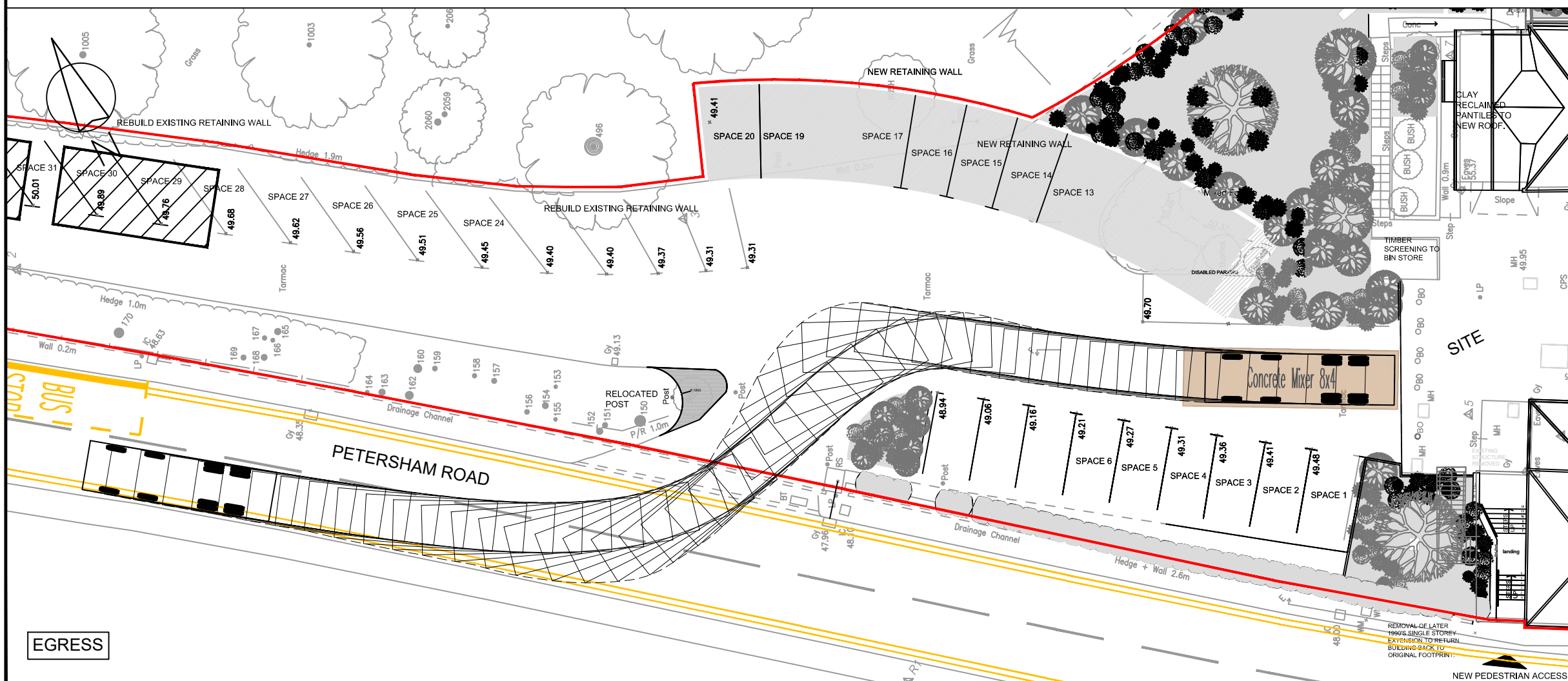
- FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)
- REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

Client	...		
Project	Rose of York PH , Petersham Road , Richmond		
Drawing Title	Swept Path Analysis using a Large Tipper		
Scale	1:250	Size	A3
Drawn	AS	17.09.2018	
Checked	EC	17.09.2018	
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753			
Drawing Number	2016-2990-003	Rev	A

D:\CAD\PRECISION\LD BOX FILES\DATA\001\149-TTP2990 ROSE OF YORK PH\2016-2990-003_A - SWEEP PATH LARGE TIPPER.DWG



ACCESS



EGRESS

- NOTES:**
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Rev	Details	Drawn	Checked	Date
A	Layout & tracking updated	AS	EC	14.11.2018

VEHICLE DETAILS:

CONCRETE MIXER 8X4

Overall Length 9.700m
 Overall Width 2.550m
 Overall Body Height 4.200m
 Min Body Ground Clearance 0.358m
 Max Track Width 2.413m
 Lock to Lock Time 6.00s
 Kerb to Kerb Turning Radius 10.204m

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

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

Client ...

Project
 Rose of York PH , Petersham Road , Richmond

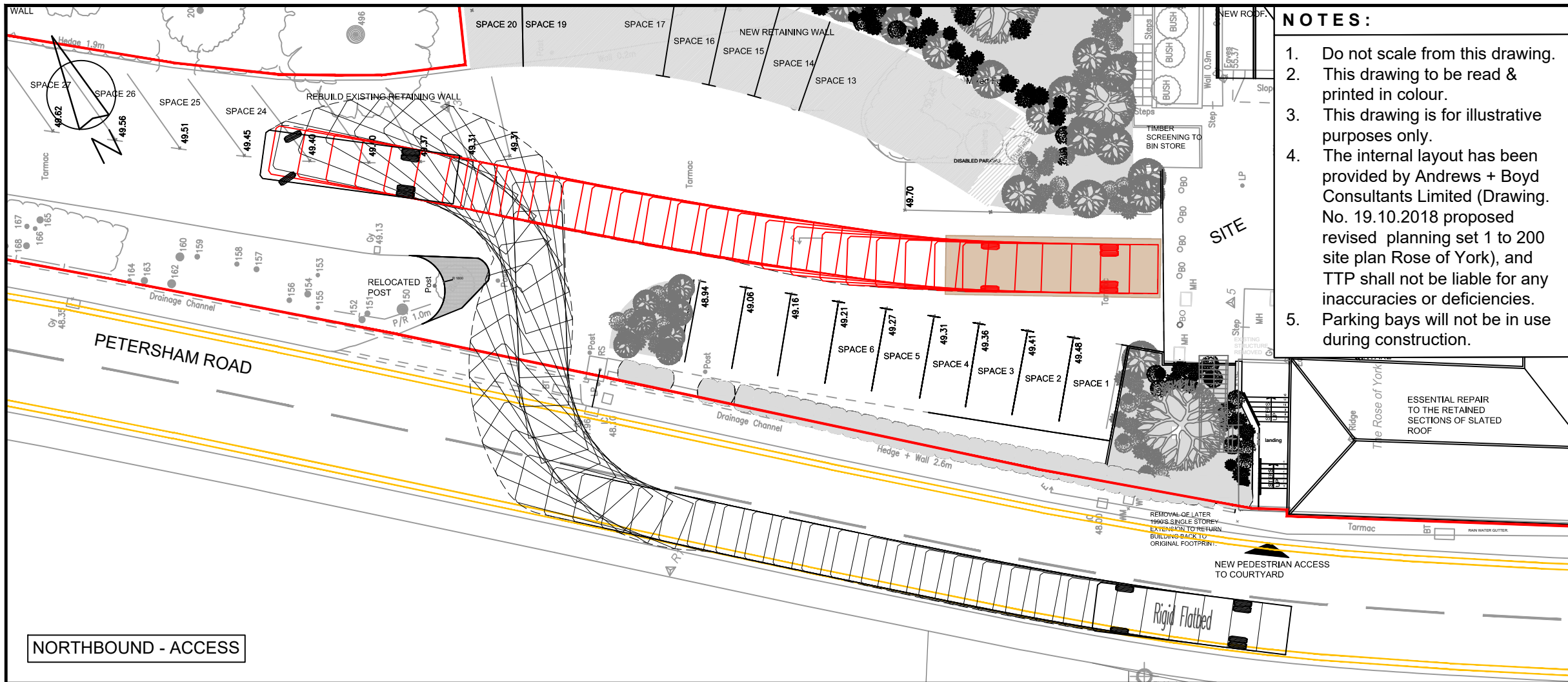
Drawing Title
 Swept Path Analysis using a 8x4 Concrete Mixer

Scale	1:250	Size	A3
Drawn	AS	17.09.2018	
Checked	EC	17.09.2018	

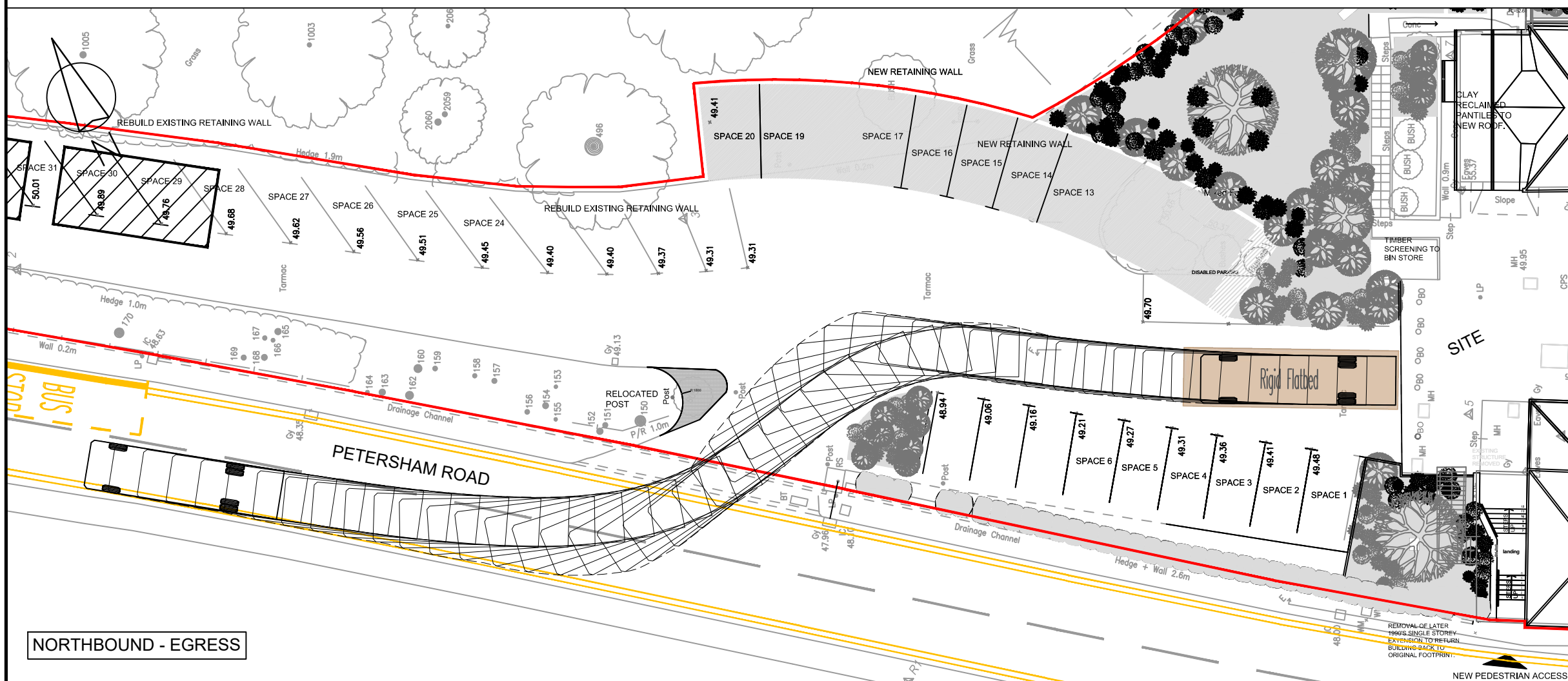


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Drawing Number	2016-2990-004	Rev	A
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NORTHBOUND - ACCESS

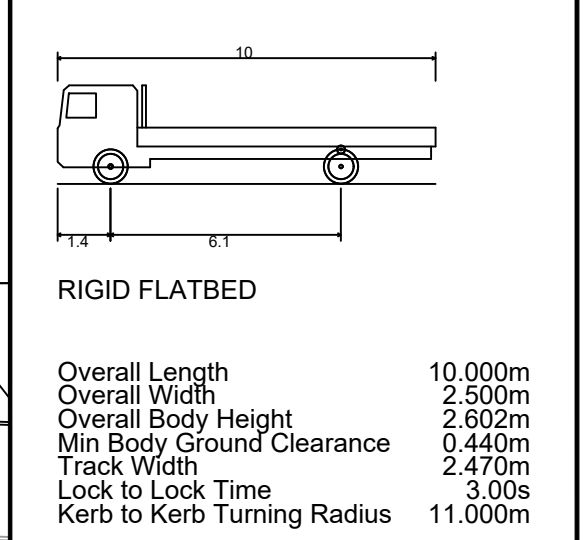


NORTHBOUND - EGRESS

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 5. Parking bays will not be in use during construction.

Rev	Details	Drawn	Checked	Date
A	Layout & tracking updated	AS	EC	14.11.2018

VEHICLE DETAILS:



- FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)
- REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

Client ...

Project
Rose of York PH , Petersham Road , Richmond

Drawing Title
Swept Path Analysis using a 10m Rigid Flatbed

Scale	1:250	Size	A3
Drawn	AS	17.09.2018	
Checked	EC	17.09.2018	



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Drawing Number	2016-2990-005	Rev	A
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