ttp consulting

transport planning specialists

St Richard's Court, Ham

Demolition and Construction Management Plan

March 2022

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1 INTRODUCTION

Overview

1.1 TTP Consulting has been appointed to prepare a Construction Logistics Plan in relation to the proposed redevelopment of vacant garages on the western side of Ferrymoor opposite St Richard's Court, Ham in the London Borough of Richmond Upon Thames (LBRuT). The site currently contains 10 vacant garages and an area of hardstanding. The proposals seek to demolish the garages and construct two 4 bedroom houses.

Site Context

1.2 The site is located on the western side of Ferrymoor in Ham opposite St Richard's Court, a local arcade of shops with residential units above the ground floor retail use. Ferrymoor is a single carriageway two way road that passes the northern and western sides of St Richard's Court and provides a connection between Croft Way and Ashburnham Road. A site location plan is provided at **Figure 1.1**.

Figure 1.1 - Site Location Plan

1.3 Land to the south, west and north of the site is residential in nature. To the south, the site is bound by pedestrian access to residential properties at 1 – 11 Ferrymoor, which border the site to the west. To the north of the site, land contains further garages.

Objectives

1.4 This Construction Logistics Plan (CLP) provides detail of the management of the site during the demolition and construction period and a strategy to minimise the potential for disruption to local residents, businesses and other users of the adjacent highway network.

1.5 At this stage, prior to appointment of a contractor, the CLP is in outline form. It is envisaged that resubmission of the CLP prior to works starting on site will be a requirement of planning and this will enable the CLP to be developed further with the input of the appointed contractor.

1.6 The overall objectives of the strategy are to:

- Lower emissions;
- Enhance safety - Improved vehicle and road user safety; and
- Reduce congestion - Reduced trips overall, especially in peak periods.

1.7 To support the realisation of this objective, several sub-objectives have been set and include:

- Encouraging construction workers to travel to the site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Managing the on-going development and delivery of the strategy with demolition and construction contractors.

Report Structure

1.8 This CLP has been prepared by Peter Sturgeon of TTP Consulting and written with reference to Transport for London's Construction Logistics Plan (CLP) Guidance document. TfL's CLP tool has also been utilised to inform this document.

1.9 The remainder of this CLP is structured as follows:

- **Section 2** – provides context, considerations and challenges associated with the construction of the site;
- **Section 3** – sets out the indicative construction programme and methodology;

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- **Section 4** – details the vehicle routeing and access for construction vehicles to and from the site;
- **Section 5** – includes a list of strategies that have been either committed, proposed or considered in relation to reducing the impacts of construction;
- **Section 6** – sets out the estimated vehicle movements associated with the construction project; and
- **Section 7** – includes measures to implement, monitor and update the CLP.

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2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

Traffic Management Act (2004)

2.1 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

The London Plan (2021)

2.2 The London Plan states that Construction Logistics Plans will be required and should be developed in accordance with TfL guidance and in a way which reflects the scale and complexities of developments.

2.3 It also states that development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. Furthermore, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

2.4 Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, lean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

2.5 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

Transport for London Construction Logistics Planning Guidance

2.6 The TfL guidance document seeks to establish a standardised approach to preparing and assessing CLP type documents. It includes detail of technical requirements, planned measures that should be considered, implementation and monitoring and how the impact on the community should be addressed.

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2.7 The purpose of the Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:

- Environmental impact: Lower vehicle emissions and noise levels;
- Road risk: Improving the safety of road users;
- Congestion: Reduced vehicle trips, particularly in peak periods; and
- Cost: Efficient working practices and reduced deliveries.

Construction Logistics and Community Safety (CLOCS)

2.8 The CLOCS primary mission is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:

- Ensuring the safest construction vehicle journeys;
- zero collisions between construction vehicles and the community;
- improved air quality and reduced emissions;
- fewer vehicle journeys; and
- reduced reputational risk.

2.9 The CLOCS Standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project and establishes responsibilities for the client and principal contractor controlling the construction site as well as other operators of any road-going vehicles servicing that project.

Fleet Operator Recognition Scheme (FORS)

2.10 FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

Location Context

2.11 Local and Regional context plans are provided at **Appendix A** to show the area surrounding the development site.

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Local Highway and Public Transport Network

Local Highway Network

2.12 Ferrymoor is a single carriageway two way road that passes the northern and western sides of St Richard's Court and provides a connection between Croft Way and Ashburnham Road. There are numerous dropped kerbs along the street which provide access to garages and private driveways.

2.13 Croft Way to the south and Ashburnham Road to the east of the site are both single carriageway two way roads that pass through the residential area surrounding the site. Both roads provide a connection to Riverside Drive, which provides access to the A307 Richmond Road to the south. The A307 provides access to the Transport for London Strategic Route network (TLRN) to the north where it meets the A316 at the Richmond Circus Roundabout in Richmond.

Walking and Cycling Network

2.14 There are footways along both sides of Ferrymoor and drop kerbs are provided to assist pedestrian movement past the access to the garages. These footways connect with a network of other footways on both sides of roads in the vicinity of the site.

2.15 There are no dedicated cycle facilities in the vicinity of the site, but a 20mph speed limit is in place on all roads in the borough, with the exception of Transport for London red routes, the A308 corridor and parts of the A310 and A305. Streets local to the site pass through residential areas, which many would consider provide a suitable environment for cycling.

Public Transport Network

2.16 The site achieves a Public Transport Accessibility Level (PTAL) rating of 1B (poor) being within walking distance of one bus route (371). A copy of the PTAL report is attached at **Appendix B**. It should be noted that the bus route offers a connection to both Kingston and Richmond Stations, which are accessible by bus within 20 minutes.

Considerations and Challenges

2.17 The key challenges associated with the construction of this site are in relation to construction vehicles passing through residential streets. As such, vehicle activity will need to be strictly managed, deliveries and collections scheduled to avoid peak hours and traffic management measures and qualified banksmen used to minimise any potential conflict between construction traffic pedestrians, cyclists and other road users.

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3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Overview

3.1 The proposed construction works are anticipated to last 11 months in total and be completed by the autumn of 2023. A summary table of the demolition and construction programme generated by the TfL CLP tool is a provided at **Table 3.1**.

Table 3.1 – Construction Programme

Construction stage	Start	End
Site setup and demolition	Dec-2022	Jan-2023
Sub-structure	Feb-2023	Mar-2023
Super-structure	Mar-2023	Jun-2023
Cladding	Jun-2023	Aug-2023
Fit-out, testing and commissioning	Aug-2023	Oct-2023

Site Arrangement

Demolition

3.2 During demolition of the garages on site it is proposed that a hoarding will be erected approximately 2 metres from the frontage of the garages to secure the site. The remaining forecourt area can accommodate skips that would be used to remove demolition material and provide sufficient space for the skip vehicle to manoeuvre to and from the site to drop off and collect skips. A plan showing the site set up during demolition is provided at **Appendix C**.

Construction

3.3 Once the site has been cleared, the area at the northern extent of the site will be used to accommodate delivery vehicles. This area forms a part of the garden for the proposed houses and also provides space for material to be stored once unloaded. A plan showing the site set up during construction is provided at **Appendix D**

3.4 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. All NRMM will meet minimum emission criteria and be registered accordingly. Records will also be kept on site including these relevant details.

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4 VEHICLE ROUTEING AND ACCESS

Proposed Vehicle Routes

4.1 All construction vehicles will use the A316 in Richmond to approach the site. When leaving the A316, vehicles will join the A307 and follow it in a southerly direction for approximately 3 miles before turning right onto Dukes Avenue. Dukes Avenue leads onto Riverside Drive where vehicles will turn right onto Croft Way before turning left to access Ferrymoor. When leaving the site, vehicles will head north on Ferrymoor and turn right onto Ashburnham Road to return to Croft Way. From Croft Way, vehicles will use the same route to return back to the A316. A plan highlighting the proposed vehicle routes to and from the strategic road network is included at **Appendix E**.

4.2 All personnel responsible for delivering material to and / or transporting material away from the site will be advised of the proposed vehicular access route. In addition, a booking system will be implemented whereby all construction vehicles can be scheduled.

4.3 Vehicle arrivals / departures will be programmed 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 congestion at the site.

4.4 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

Site Access

4.5 All construction vehicles will load/unload on-site and off of the public highway. All demolition and construction vehicles will be able to enter and exit the site in forward gear. Demolition and construction vehicle manoeuvres would be under banksmen control in order to manage any potential for conflict between construction vehicles and pedestrians, cyclists or other road users.

4.6 Swept path analysis showing skip lorries and 8m long flatbed delivery vehicles accessing the site are included on the site layout plans at Appendices C and D. These are the largest vehicles that are expected to need to access the site.

4.7 The site access will be fully secured with vehicle gates provided and temporary lighting. The gates and accesses will be regularly inspected and maintained as necessary with decorative displays and viewing apertures provided.

4.8 Each vehicle will be inspected prior to leaving and wheels washed to minimise the potential for loose debris falling onto the public highway. Vehicles will also be sheeted where possible.

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4.9 Signage will be provided to alert pedestrians, cyclists and motorists of the construction works whilst temporary barriers and stop/go boards will be utilised if appropriate.

Parking Suspensions

4.10 There are no on street parking bays in the vicinity of the site access route and no suspensions are considered necessary.

Diversions

4.11 No footway/road closures or diversions are proposed to facilitate construction work.

Staff Travel

4.12 All site operatives and visitors will be encouraged to travel to and from the site by active modes or public transport as no car parking can be provided on site.

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5 STRATEGIES TO REDUCE IMPACTS

5.1 The following Planned Measures have been considered to reduce the potential impact of construction works.

Table 5.1 - Planned Measures Checklist			
	Committed	**Proposed**	**Considered**
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries	X		
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Measures to encourage sustainable freight			
Freight by water*			X
Freight by rail*			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on-site			
Smart procurement	X		
Other Measures			
Collaboration amongst other sites in the area			X
Implement a staff travel plan			X

*If site, consolidation centre or holding areas are within 100m of foreshore of navigable water-way or rail freight siding.

Measures Influencing Construction Vehicles and Deliveries

5.2 All contractor and sub-contractor vehicles will seek to comply with FORS and CLOCS to ensure sufficient safety measures are implemented.

5.3 The proposed vehicle route aims to provide the most direct approach between the site and the strategic road network. Details of the proposed route will be communicated to all suppliers when orders are placed with all drivers expected to follow the route unless diversions are in place. Records will be kept if suppliers deviate from the route and warnings will be issued on a three strikes basis.

5.4 Vehicles will then be given slots to arrive at the site to ensure that there is sufficient capacity on site to accommodate the vehicle. If drivers are unable to make the available time slot they will be expected to phone ahead to see if the site has capacity to still accommodate the vehicle. All deliveries would be booked in advance in order to allow the request to be reviewed.

5.5 Vehicle movements will be scheduled and re-timed to avoid the morning and evening peak periods. The site also provides sufficient space to accommodate vehicles within the site compound. As such, there is no requirement for holding areas.

Measures to Encourage Sustainable Freight

5.6 There are no planned measures to utilise the delivery or collection of freight by water or rail as this is not considered practical for a development of this scale in this area.

5.7 Consideration has been given to whether there is any benefit in using a material consolidation centre, but materials will be sourced from local suppliers where possible and the use of a consolidation centre, the nearest being in Greenford some 10 miles drive to the north of Ham, would likely result in vehicles travelling much further than if they were to drive directly to the site.

Material Procurement Measures

5.8 Material will be re-used on-site if feaaible to avoid unnecessary vehicle trips. Suppliers from the local area will be made use of where possible.

Operational / Management Measures

Project Manager

5.9 A Project Manager will be appointed and assume all responsibility for implementing the measures within the CLP. They will also seek to comply with all relevant legislation.

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5.10 The contractor 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 24 hour emergency contact number will also be provided.

5.11 The Project Manager will liaise with local residents and the Project Managers for other construction projects 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.

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

5.13 The Project Manager will be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

Considerate Constructors Scheme

5.14 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.

5.15 Participation in the scheme ensures and commits 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.

5.16 Membership of the scheme requires compliance with a code of practice and seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours;
- Eradicate offensive behaviour and language; and
- Result in an improved understanding and respect from residents and others in the community and fewer complaints.

Hours of Operation

5.17 The proposed hours of operation will be between:

- Weekdays: 08:00–18:00;
- Saturday: 08:00 – 13:00; and
- Sunday & Bank Holiday: No activity unless agreed with the Council.

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Control of Noise, Dust and Vibrations

5.18 A number of noise, dust and vibration measures will be implemented at the site to mitigate the potential environmental impacts associated with construction. Site activities will be controlled as far as is reasonably practical so that surrounding receptors are protected from excessive levels arising from the construction process.

5.19 Offloading will be direct from vehicles onto the site and efforts will be made to minimise the impact of noise when unloading materials. Materials will not be stored on public footways or roads.

5.20 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 with wheel washing facilities provided.

5.21 The Project Manager will ensure that the surrounding highway network is kept clear of any construction debris with regular inspections undertaken throughout the programme. The site hoarding will help to contain dust and construction noise. Water spray techniques will also be used to control dust associated with the construction process if necessary.

5.22 The contractor will aim to keep noise levels to a minimum. This will be achieved by:

- Drivers will be required to turn off engines when stationary;
- Undertaking works in a considerate and sensitive manner;
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits;
- Changing where possible methods, equipment and processes to keep noise levels low;
- Position plant as far away from residential property as reasonably possible;
- Limit the hours worked on noisy operations; and
- Restricted hours of work for noisy operations.

5.23 Current standards are BS 5228-1:2009 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, and, BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration. These standards will be adhered to.

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5.24 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. In addition, there are a number of dust mitigation measures that will be implemented:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken;
- Carry out regular site inspections to monitor compliance, record inspection results;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips; and
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Other Measures

Pedestrian and Cyclist Safety

5.25 Construction traffic poses a potential risk to pedestrian and cyclist safety. As such, vulnerable road users' safety will be paramount. The use of Traffic Marshals during all periods of operation at the site will assist with pedestrian and cyclist safety. A pedestrian route will always be maintained along the site frontage.

5.26 All contractors and suppliers will be required to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work Related Road Risk).

Recycling

5.27 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.

Refuse Collections

5.28 The Project Manager will ensure that construction activities do not impede the movement of waste vehicles and refuse collections and seek to schedule vehicle movements to avoid collection times.

Community Liaison

5.29 The contractor will post contact details on the site should anyone need to contact the site or make a complaint. A 24hr emergency number will also be made available. As such, contact can be made should any issues arise.

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6 ESTIMATED VEHICLE MOVEMENTS

Number of Movements

6.1 **Table 6.1** provides a summary of estimated construction vehicles during the proposed works.

Table 6.1 - Estimated Construction Vehicles – Monthly and Daily

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q4 2022 - Q1 2023	12	1
Sub-structure	Q1 2023 - Q1 2023	12	1
Super-structure	Q1 2023 - Q2 2023	22	1
Cladding	Q2 2023 - Q3 2023	6	0
Fit-out, testing and commissioning	Q3 2023 - Q4 2023	22	1
Peak period of construction	Q1 2023 - Q2 2023	22	1

6.2 The following charts have been prepared using the TfL CLP tool. They provide an estimate for the number of vehicle movements expected during the various phases of construction works. All vehicle movements will be managed by a booking system with the average dwell time for each vehicle likely to be in the order of 30-60 minutes.

Figure 6.1 - Estimated Construction Vehicles – Monthly and Daily

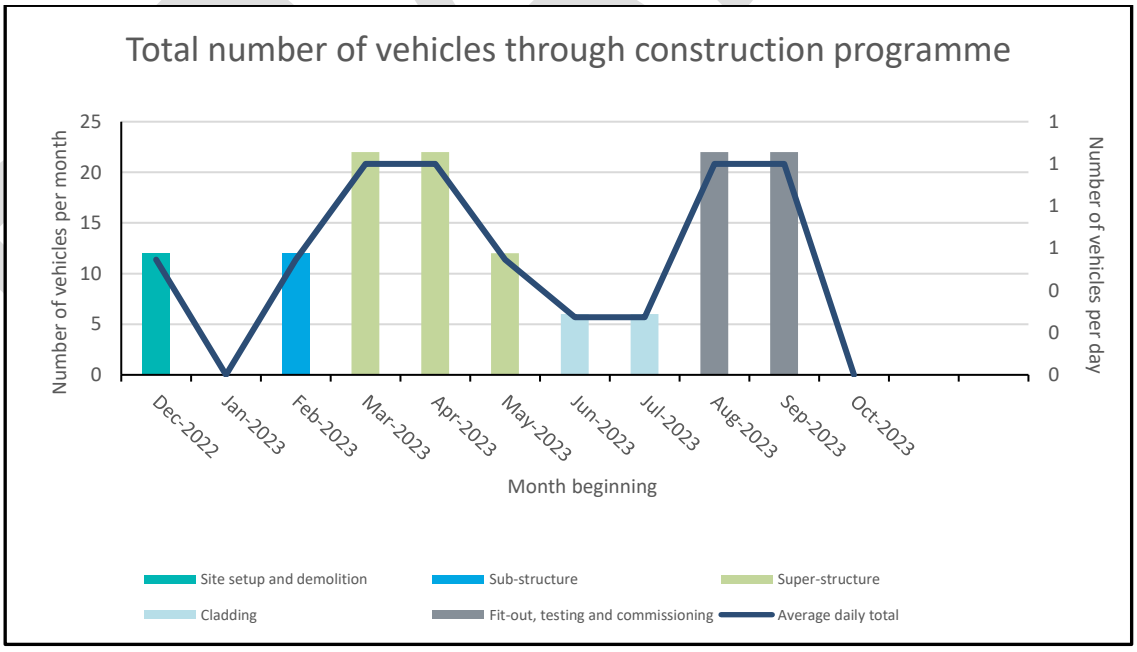


Figure 6.2 - Number and Vehicle Type by Phase of Construction

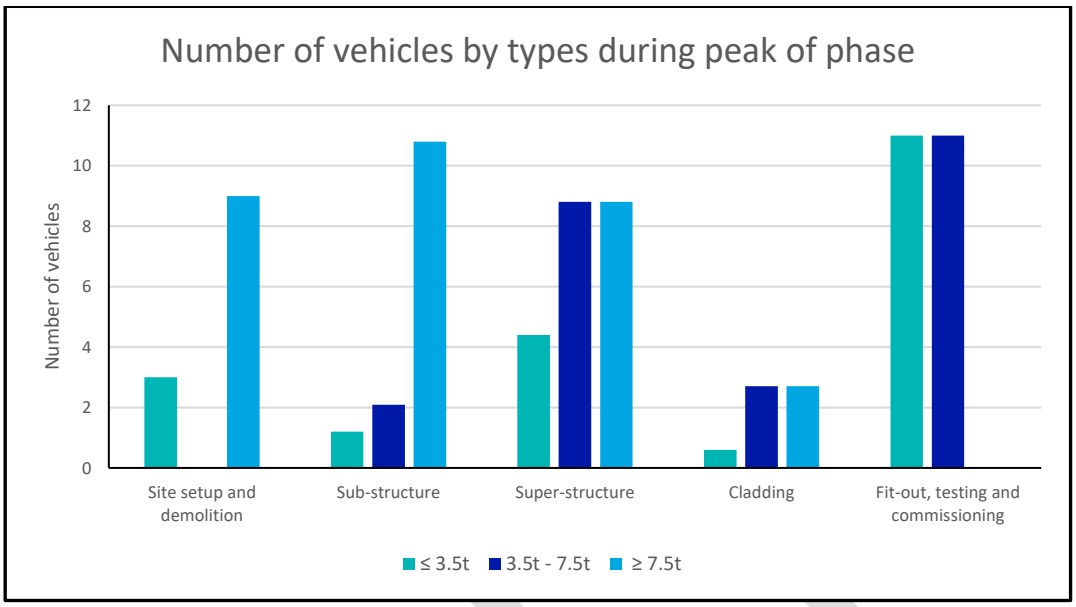
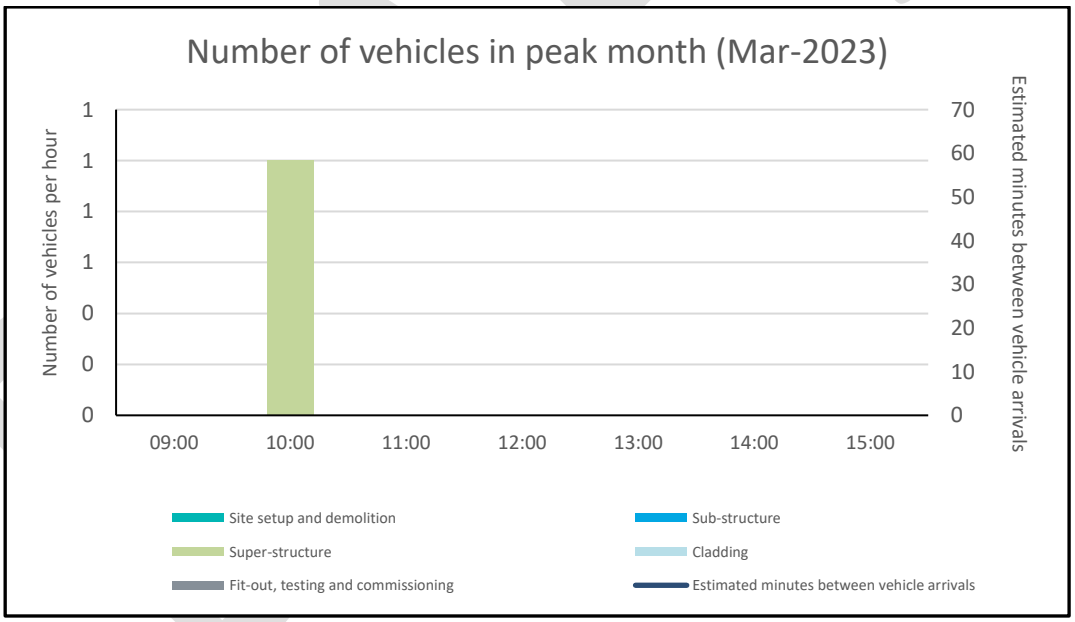


Figure 6.3 - Hourly Arrival Profile of Vehicles during Peak



Vehicle Types

6.3 The construction process will involve a range of vehicles which will include the following:

- 6.3m skip lorry;
- 8.0m long flatbed/hiab lorry; and
- Light goods vehicles.

7 IMPLEMENTING, MONITORING AND UPDATING

Implementation

7.1 The Project Manager will be responsible for implementing the measures set out within this CLP. They will dedicate a set amount of time to ensure procedures are being followed and standards are being met. Copies of the document will also be made available for all workers and suppliers at the site to view.

Monitoring

7.2 Regular inspections will be carried out by the Project Manager to ensure compliance with the CLP. The Project Manager will also be responsible for keeping a record of all vehicle arrivals and departures as well as details of each vehicle, duration of stay and whether or not it arrived on time. They will also record any complaints or accidents and details of how staff are travelling to the site.

Updating

7.3 The CLP will be a 'live' document and regularly reviewed and updated as necessary by the Project Manager. The Project Manager's details will be available at all times to enable any issues or comments to be raised with the appropriate person and promptly dealt with.

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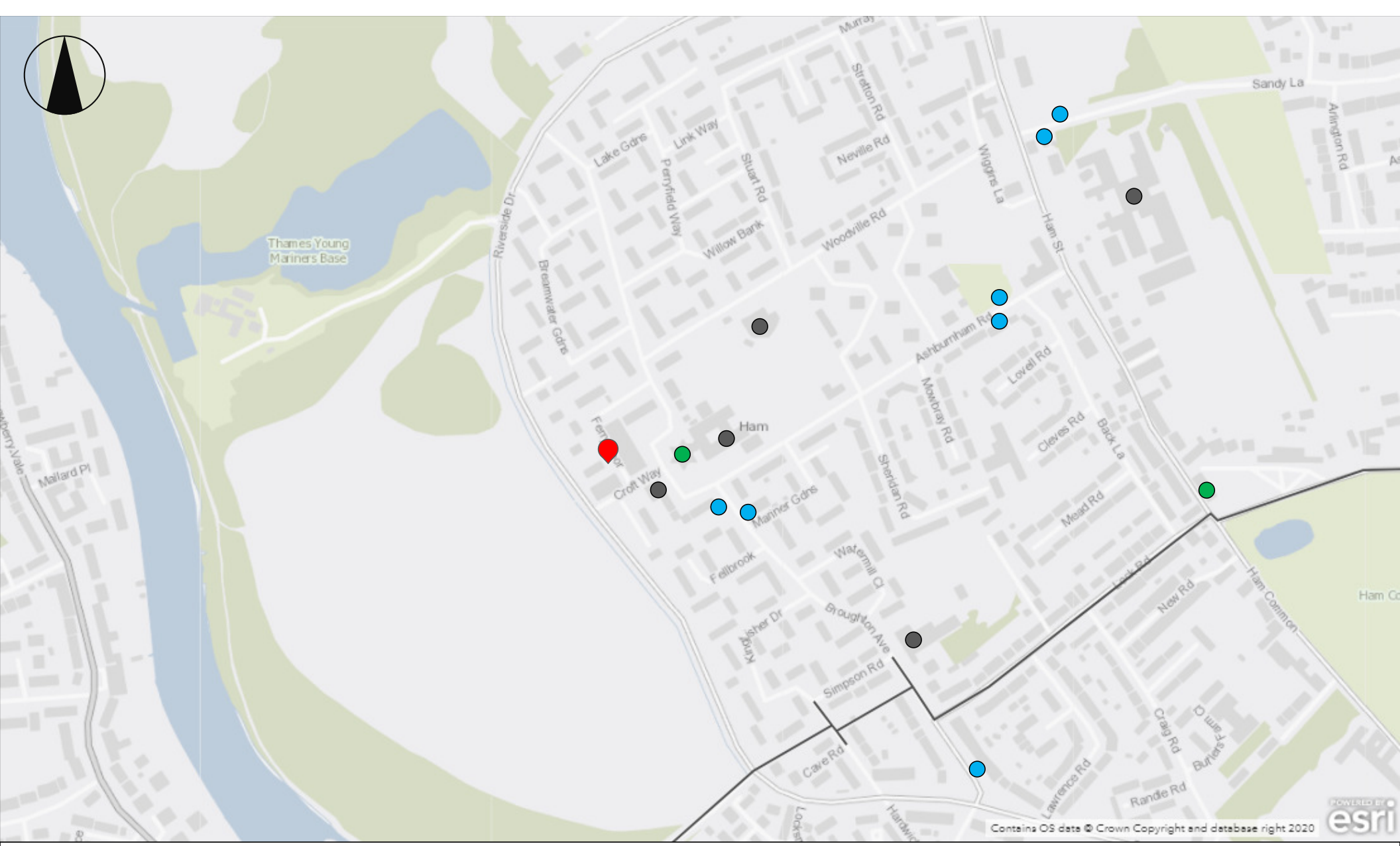
Appendix A



Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Underground Station
- Bus Stop
- Rail Network
- Application Site
- School
- Religious Building

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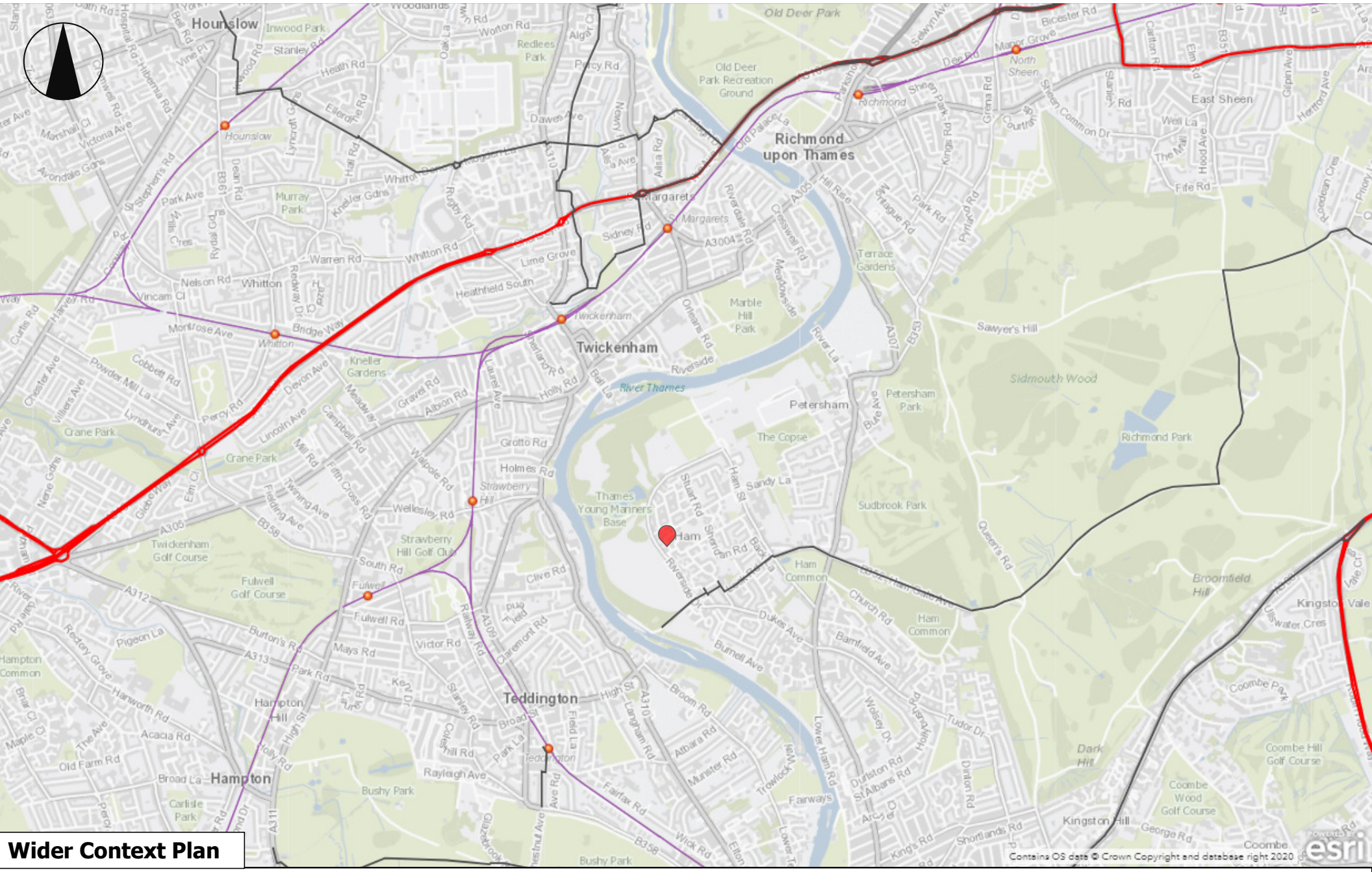

Wider Context Plan

Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network
- Rail / Underground Station
- Application Site

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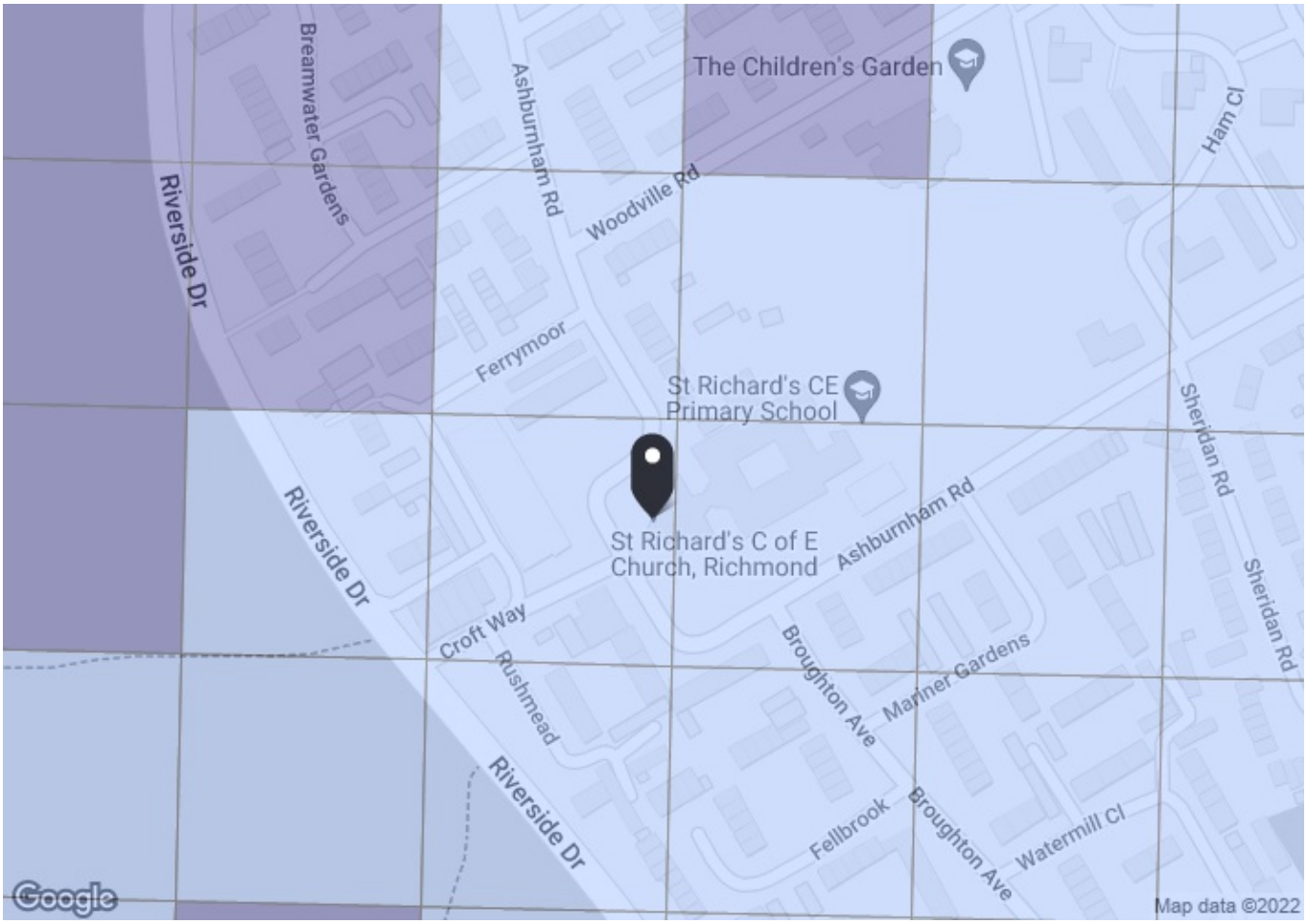
Appendix B

TRANSPORT FOR LONDON



PTAL output for Base Year
1b

171 Ashburnham Rd, Richmond TW10 7NR, UK
Easting: 516887, Northing: 172153

Grid Cell: 40660

Report generated: 24/03/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	B'GHTON AV ASHBURNHAM RD	371	205	7	2.56	6.29	8.85	3.39	1	3.39
									Total Grid Cell AI:	**3.39**

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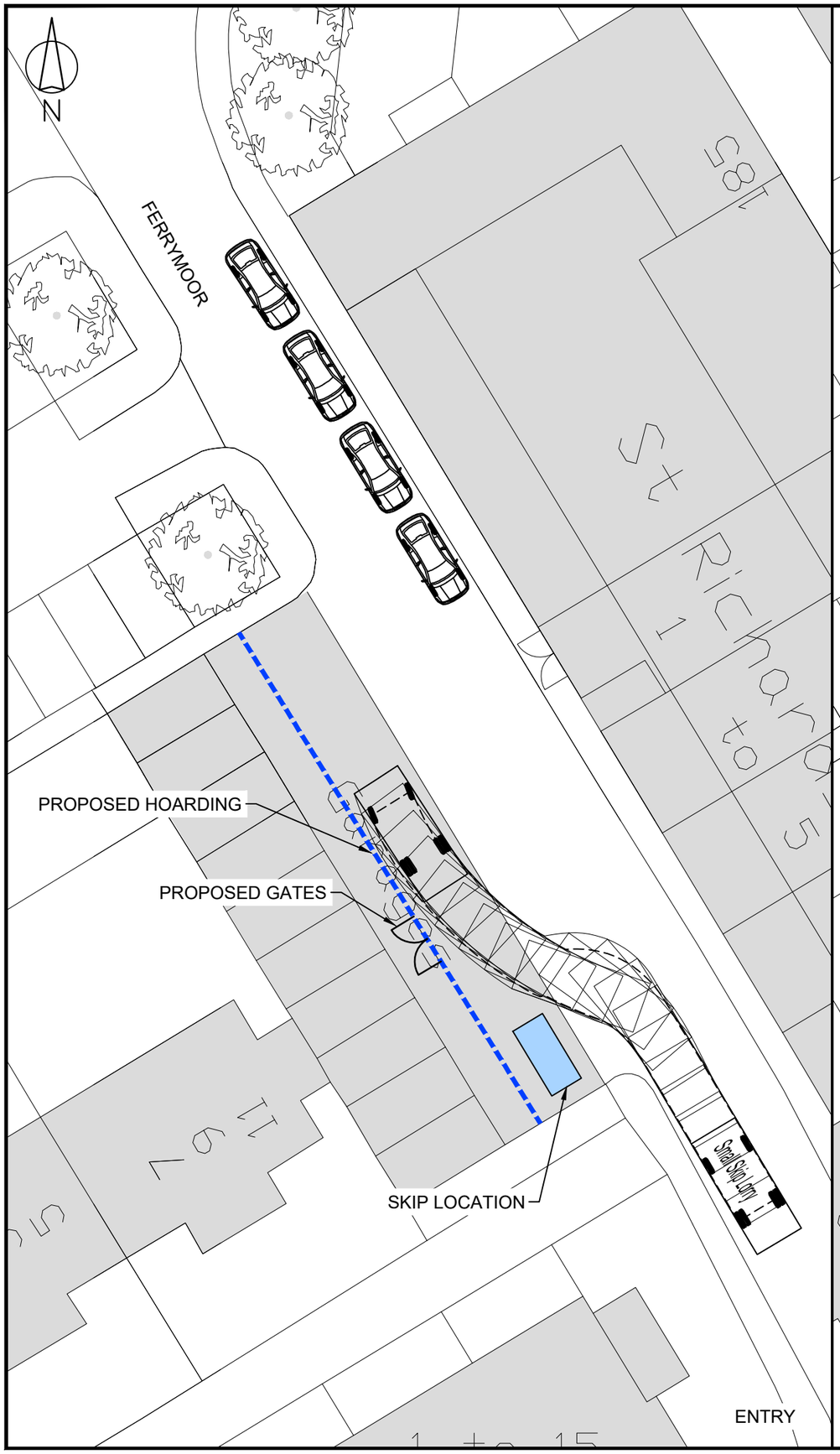
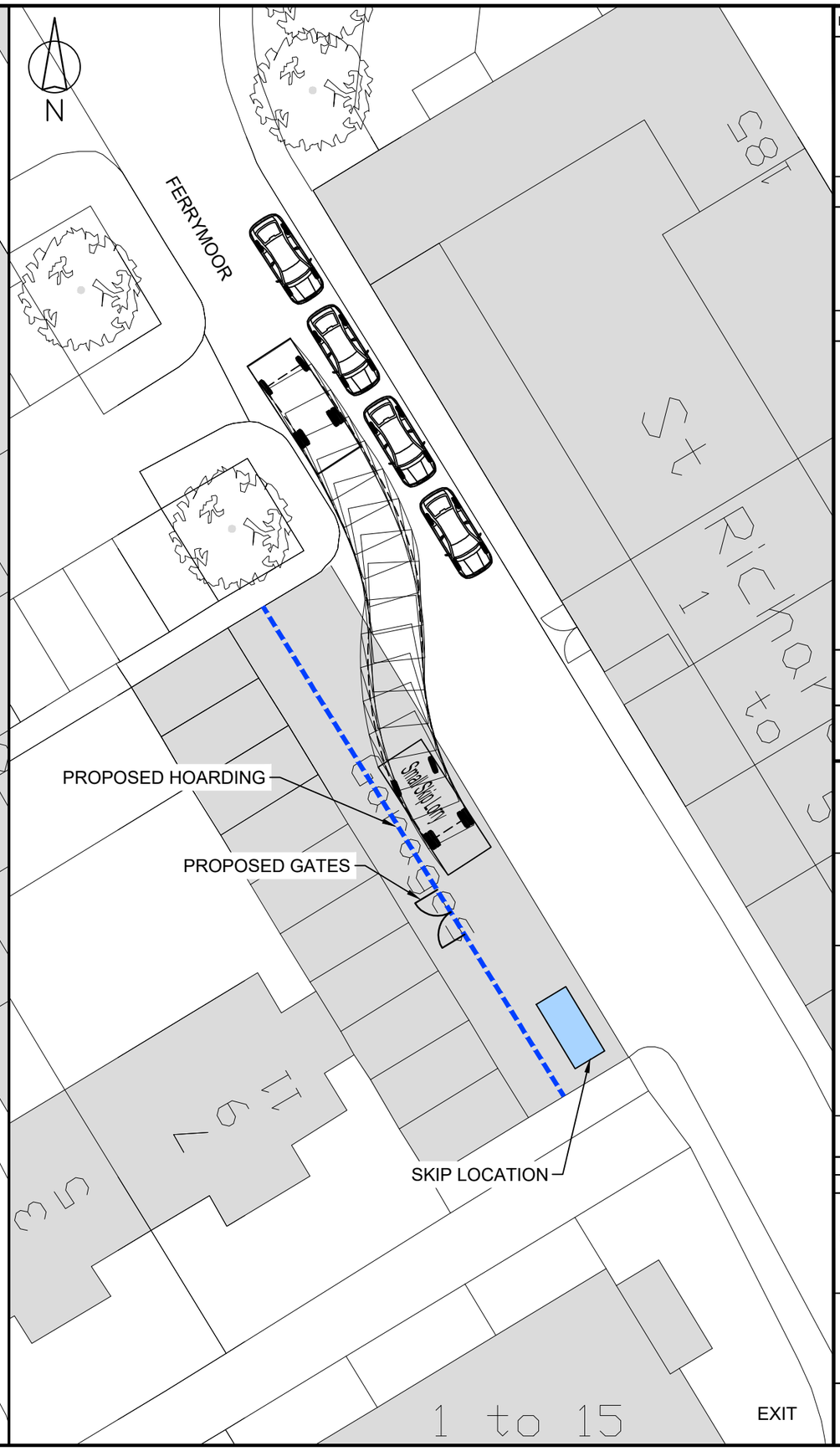
Appendix C





Rev	Details	Drawn	Checked	Date
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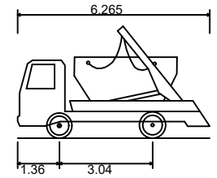
NOTES:

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

SMALL SKIP LORRY



Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.340m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

-

Project

St Richard's Court, Ham

Drawing Title

Demolition Arrangement
Garages Opposite
St Richard's Court Ham

Scale

1:250 at A3

Drawn	MG	24.03.22
Checked	PS	24.03.22

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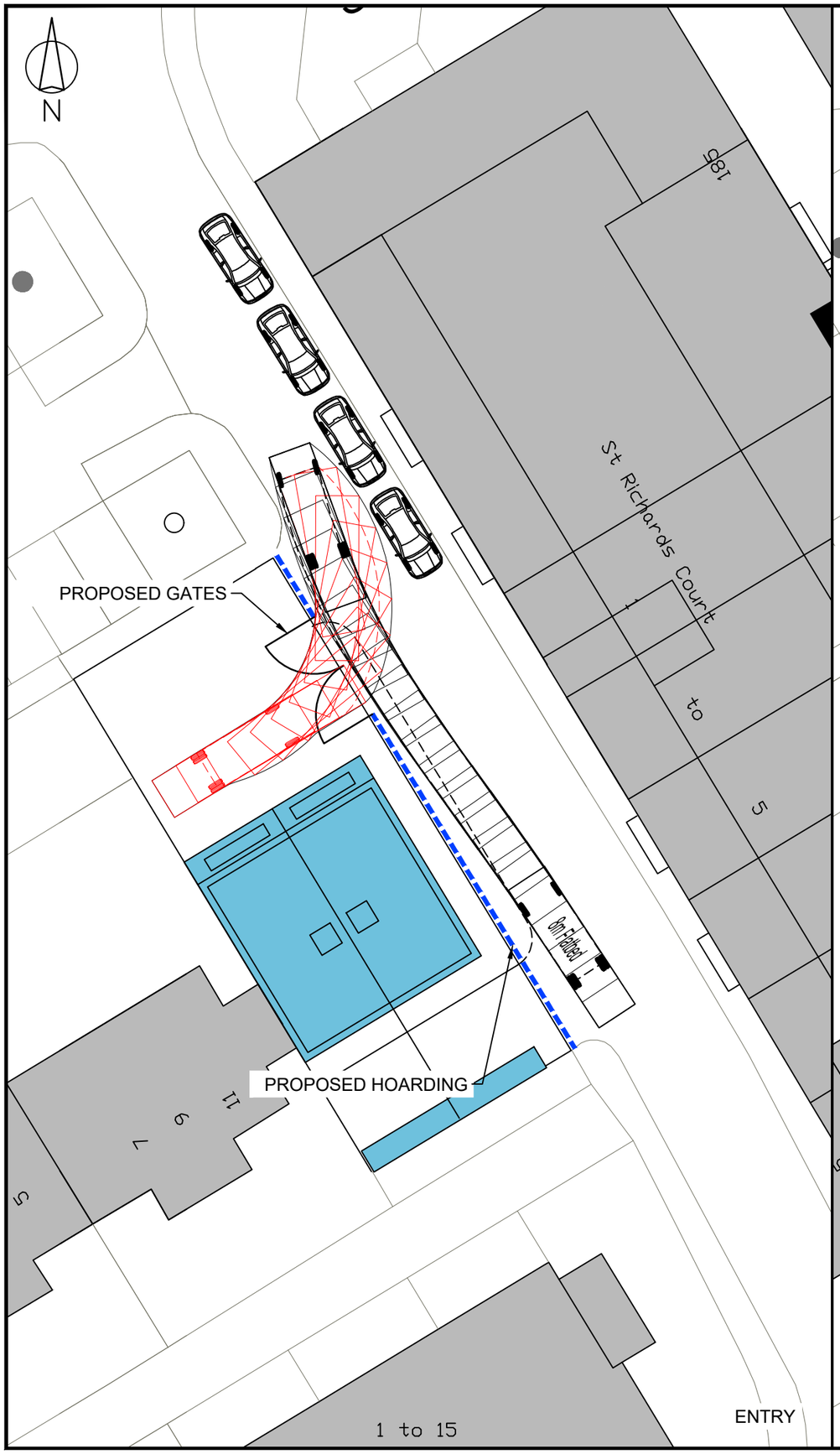
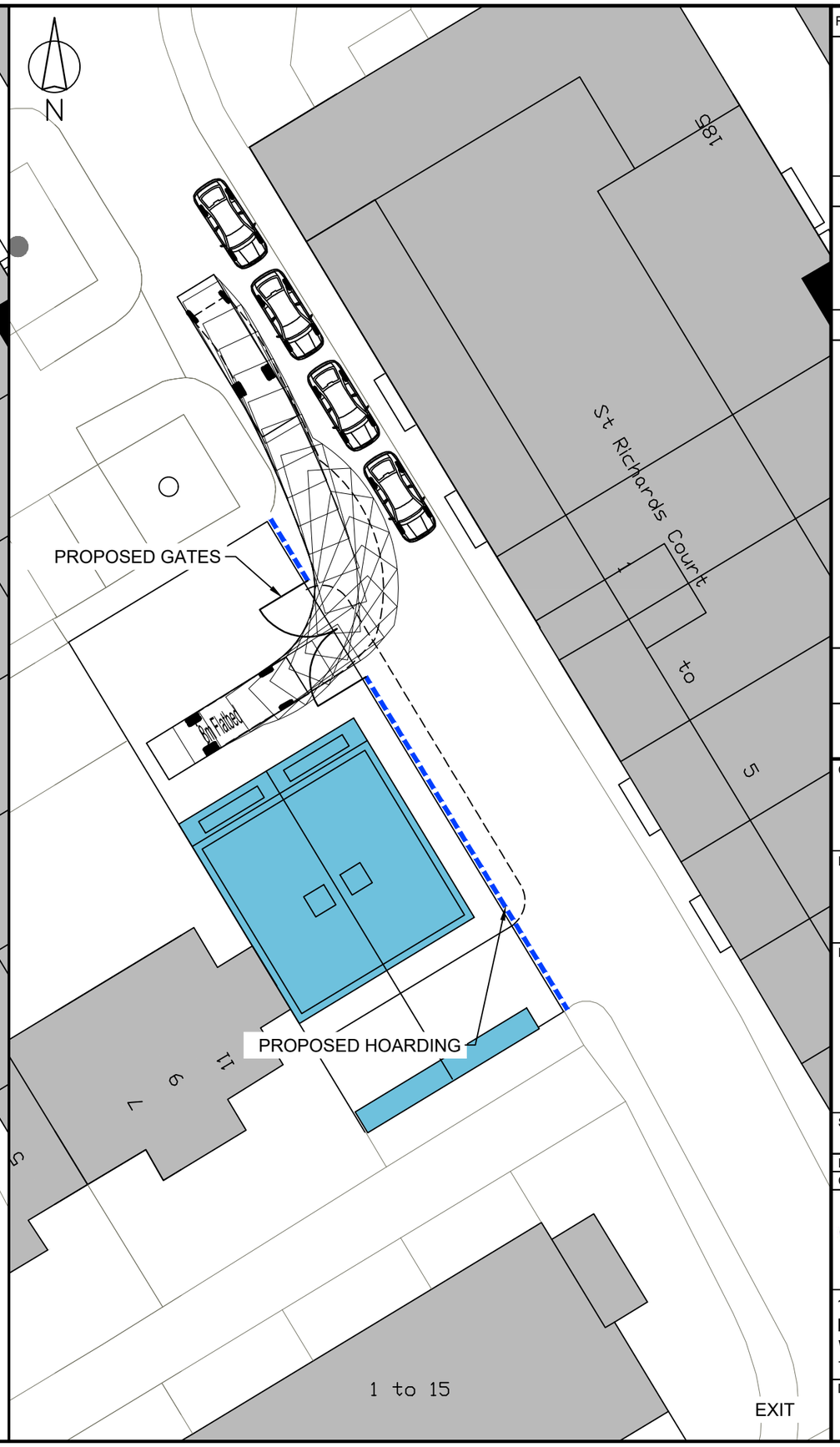
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number: 2020-3888-001

Rev: .

Appendix D



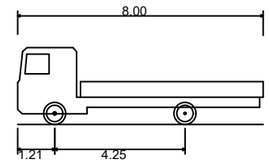


Rev	Details	Drawn	Checked	Date
.	.	.	.	.

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, and not for construction.

8m Rigid Flatbed Lorry



Overall Length	8.000m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

-

Project

St Richard's Court, Ham

Drawing Title

Construction Arrangement
Garages Opposite
St Richard's Court Ham

Scale: 1:250 at A3

Drawn	MG	24.03.22
Checked	PS	24.03.22

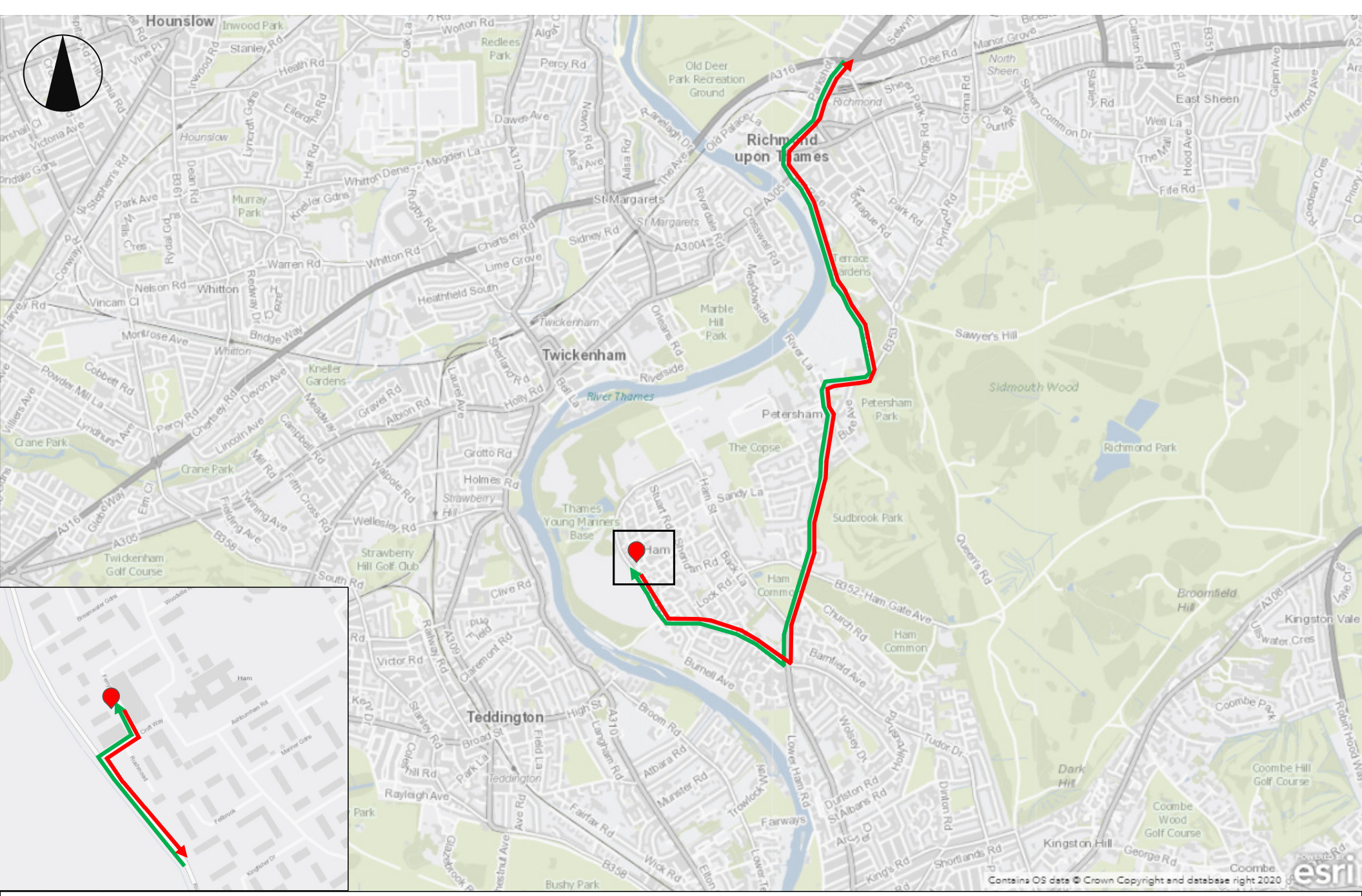
ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number: 2020-3888-002

Rev: .

Appendix E



Key

Vehicle Approach

Vehicle Exit

Site

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Vehicle Route Plan