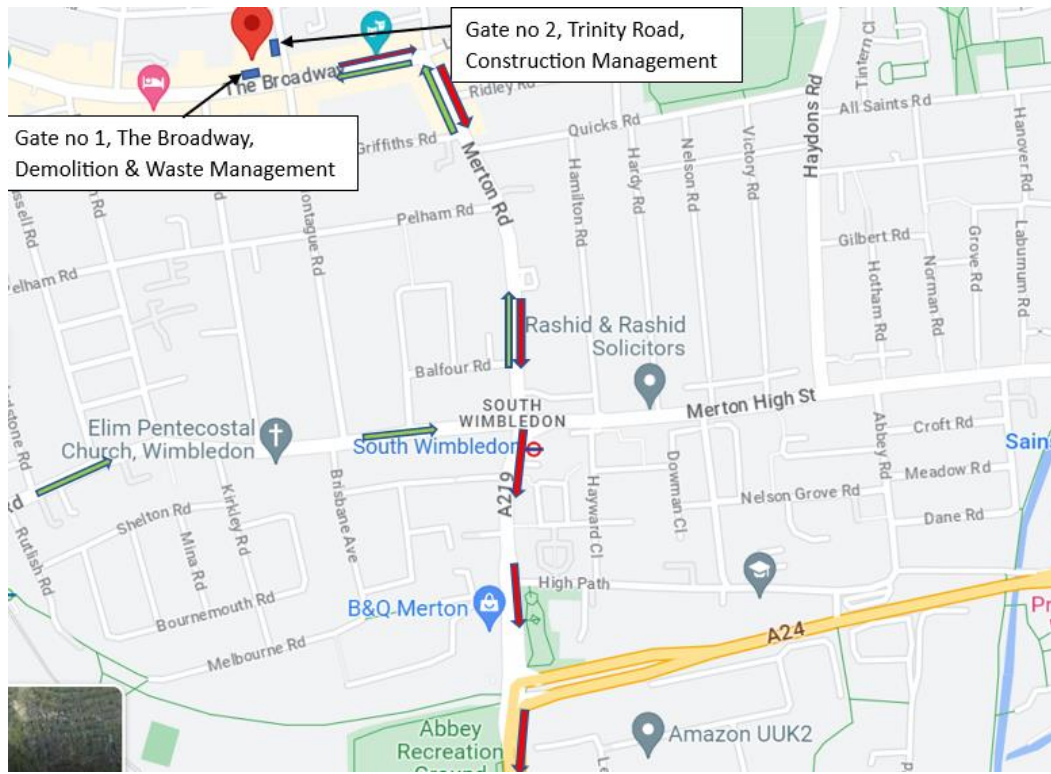


200 The Broadway, Traffic Management Plan (CONSTRUCTION) (LBC – YMCA - TMP Rev 02)



Introduction

All construction traffic will be required to comply with the Fleet Operators Scheme Silver and CLOCS.

The purpose of the traffic plan is to consider at Project Mobilisation stage the arrangements to be set in place for the management of pedestrians and mobile plant/vehicles throughout the Construction phase of the project.

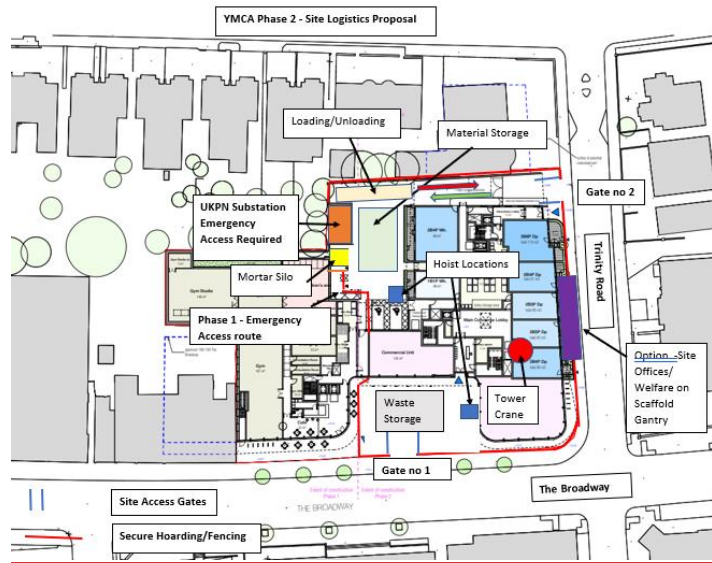
If adequate consideration is given at an early stage this can prevent pedestrian and traffic management issues from developing and ensure safe vehicular and pedestrian access/egress.

The traffic and pedestrian management plan should be part of a regular review process at each of the various stages of the project.

This should be displayed to allow visitors to familiarise themselves and used at induction to explain the site arrangements to new personnel.

1	Traffic Restrictions	
1.1	Restricted delivery routes	<p>All CONSTRUCTION traffic will access and egress the site Via existing vehicle crossover access at Trinity Road Gate no 2. All deliveries will be accepted coming from the A298. The A298 will be followed up to Merton Road (opposite South Wimbledon tube station) where a left turn will be taken. Merton Road will then be followed, and a right turn made into Trinity Road, then the vehicles will pull onto site. All delivery vehicles travelling along the proposed access/ egress route onto site will be accompanied at all times by the LBC & full-time Traffic Marshal. From site back onto the A298 due to weight restrictions and various no right turn locations the planned route off site needs to take will be: Turn right out the site onto Trinity</p>

		<p>Road, turn left onto The Broadway, vehicles need to cross over the A298 at South Wimbledon Station, as they are unable to turn right at this point, continue on Merton Road which is renamed the A219 and then the A24, at the large roundabout take the second turnoff to continue on the A24, When you enter the one way system around the Civic centre follow the signs for the A988 / A3 towards Kingston, this will lead you onto the B286 (Martin Way), Martin Way is to be followed and a right turn made onto the A298, which then leads to the A3 then M25.</p> <p>All DEMOLITION AND WASTE MANAGEMENT deliveries and collections will access and egress the site via The Broadway gate no 1 with a temporary heavy-duty crossover formed to existing footway on The Broadway. All deliveries will be accepted coming from the A298. The A298 will be followed up to Merton Road (opposite South Wimbledon tube station) where a left turn will be taken. Merton Road will then be followed, and a right turn made into site off The Broadway. All delivery vehicles travelling along the proposed access/ egress route onto site will be accompanied at all times by the LBC & full-time Traffic Marshal. From site back onto the A298 due to weight restrictions and various no right turn locations the planned route off site needs to take will be: Turn left onto The Broadway, vehicles need to cross over the A298 at South Wimbledon Station, as they are unable to turn right at this point, continue on Merton Road which is renamed the A219 and then the A24, at the large roundabout take the second turnoff to continue on the A24, When you enter the one way system around the Civic centre follow the signs for the A988 / A3 towards Kingston, this will lead you onto the B286 (Martin Way), Martin Way is to be followed and a right turn made onto the A298, which then leads to the A3 then M25.</p> <p>Note; When a delivery arrives to site, it will be met by the LBC full-time Traffic Marshal at the junction of the proposed site ingress/ egress road on The Broadway and/or Trinity Road. At the Site entrance, the delivery vehicle will be immediately directed into the material lay-down area. The provision of a material lay-down area within the site boundary will further reduce any adverse impacts on traffic as a result of the proposed development by avoiding construction vehicles stopping on public roads, outside the site boundary. The bankmen will be using retractable Concertina barriers with stop /Go Works signage to manage Vehicle and pedestrian traffic.</p> <p>Once the material has been unloaded, it will be transferred by the Tower Crane to required area on the site. (Please Refer to Proposed Site Logistics Plan: LBC- SLP-003 for location of materials storage area). This will leave the material lay-down area vacant and free to take the next delivery, eliminating any possibility construction traffic queuing on public roadways. After the unloading of the delivered materials, the delivery vehicle will be directed towards the site exit where it will be met by the Traffic Marshal. Muck away Lorries will be covered to prevent wind whipping of dust.</p>
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Proposed Site Logistics Plan: LBC- SLP-003

The location is considered medium risk due to the following –

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- Large adjacent neighbouring residential buildings
- Adjacent Residential Housing
- Local Businesses
- Ricards Lodge High School, Lake Road, Wimbledon. SW19 7HB
- Poplar Primary School, Merton Park, London SW19 3JZ
- Adjacent and Potential construction sites

1.2	Restricted delivery times	Construction vehicle movements shall take place between the hours of 08:00 to 18:00 Monday to Friday and 08.00 to 13.00 Saturday, No deliveries on Sunday's or Bank Holidays. but no deliveries or collections to take place between 07.00 and 09.00 and 16.00 – 19.00.
1.3	Scheduling site deliveries	All deliveries/removals from site (estimated approx. 3000 deliveries over the 29-month period, average 4 vehicles a day, with a peak and maximum 10 – 12 vehicles a day). All deliveries are booked with site team 24/48 hours in advance through a dedicated booking system.
1.4	Storage space restrictions	Space on site will be limited therefore all deliveries/removals will be scheduled
1.5	Procedures for the control of unauthorised entry of vehicles and personnel	Pedestrian and vehicular access will be manned, these will be closed and locked at all times when not in use.
1.6	Temporary road marking requirements	None envisaged

1.7	Barrier and hoarding requirements	The site will remain fully hoarded at all times. The requirement for a hoarding licence will be necessary licencing applications will be processed with Merton Council.
1.8	Traffic signage requirements	Exit and entry hazard signage to be posted at site gates. Signage advising passing public of exiting vehicles to be placed at prominent locations on hoardings. All vehicles to ideally exit site in forward gear where practicable. All vehicles will be marshalled on and off site safely. Stop/Go boards will be used to marshal vehicles on and off The Broadway.
1.9	Schedule of regular road and footpaths cleaning and maintenance	All vehicles will be cleaned before leaving site on a hard standing area. Any deposits still found on Road or Footpath will be cleared by Road Sweeper or by power washer and brush for footpaths.
1.10	Sensitive issues affecting the neighbourhood	Vehicles will not be allowed to wait outside site with engines running. Late running of concrete deliveries will need to be managed to avoid vehicles arriving on site after 17.30. It is understood that work may be permitted outside of the standard hours with prior consultation and agreement with the local authority, neighbours and other interested parties.
2	Site Pedestrian Access and Egress Arrangements	
2.1	<p>All operatives will be advised to use public transport as there is no Parking on site, details below:</p> <p>Bus Services - The nearest bus stops for bus services to and from the proposed development are located on The Broadway immediately to the east of the junction with Trinity Road / Montague Road. Eastbound services stop at the 'The Polka Theatre (SU)' stop approximately 40m east to the site with westbound services stopping at the 'The Polka Theatre (SW)' stop approximately 75m east of the site opposite the Holy Trinity South Wimbledon Church.</p> <p>Rail and London Underground - The nearest access to mainline rail services is from Wimbledon, which is located 800m to the west of the site and can be accessed via The Broadway. The station is serviced by South Western Railway, Thameslink and Southern and provides frequent peak hour services to Waterloo, London Bridge, London Blackfriars and Sutton. In addition to national rail services, Wimbledon station is serviced by the District Line that provides up to nine trains per hour between Wimbledon and Upminster and links to key central London destinations such as London Victoria, London Blackfriars and Cannon Street. South Wimbledon station is located within 700m walking distance to the south of the site. South Wimbledon provides access to frequent Northern Line services that offer direct links to Central London and key transport interchanges such as London Bridge, King's Cross St. Pancras and Euston.</p>	
2.2	Gate no 2	Off Trinity Road, Turnstile to be installed to control site pedestrian access and egress, with Traffic Marshall to control any visitors.
2.3	Gate no 1	Off The Broadway, Turnstile to be installed to control site pedestrian access and egress, with Traffic Marshall to control any visitors
3	Site Vehicular Traffic Routes	
	Vehicles/plant and pedestrian routes (segregate where possible)	<p>Green route access to site accommodation will be segregated for safe routes:</p> <p>A traffic marshal will be external to site at all times to ensure the CMP and TMP is followed at all times. All deliveries will reverse onto site and leave site in forward gear under the guidance off the Traffic Marshall.</p> <p>Trinity Road - turning Left accessing site coming from Merton Road and leaving site turning Right and heading onto Merton Road, No Access through Wimbledon Town Centre.</p>

		The Broadway – turning Right accessing site from Merton road and leaving site turning Left again towards Merton Road, No access through Wimbledon Town Centre.
	Emergency access route for emergency services and fire escape routes	No restrictions envisaged.
	Identify emergency assembly point(s)	Adjacent to Gate no 2, on Trinity Road
	Identify visitor/marketing personnel routes	As above plan
4	Site Speed limit	The site speed limit is 5MPH
5	Parking restrictions	
	There is no Parking on site, just deliveries and drop off only.	
	Outline the site parking restrictions	There are parking bays on The Broadway adjacent to Proposed Gate no 2, temporary heavy-duty Crossover, The Parking bays shouldn't require suspension as there is adequate space and access and egress will be managed by Traffic Marshall using concertina barriers and stop/go signs
	Permits or other control measures, as necessary	Local authority parking restrictions are in place in all neighbouring Roads
	Procedures for the removal of unauthorised vehicles	N/A
	Offsite parking, is located:	There is 2 hour pay and display in adjacent Roads.
	The offsite staging area for deliveries, is located at:	There is no offsite staging areas for deliveries.
6	Procedures for the cleaning of vehicles/plant on site	
	Set out procedures to ensure vehicles leave the site in a clean condition	All vehicles will be powered washed before leaving site.

	Set out procedures to ensure off-sized vehicles are manually cleaned	As above
	Set out procedures to check and remove any stones lodged in wheels of vehicles prior to leaving site	Traffic marshal shall check all vehicles before they depart the site
7	Compliance	
	Set out enforcement measures to ensure the full implementation of the Traffic Management Plan	Ongoing monitoring by LBC site Management team, fortnightly unannounced inspections by LBC HSQ&E department
	Set out a procedure to ensure all drivers, sub-contractors, suppliers, etc., sign a copy of the site specific traffic rules	All delivery drivers arriving on site for the first time are given briefing on the TMP and sign the site rules for driver acknowledgement sheet which will be held on file, delivery driver rules will be posted at site entrance.
	Identify personnel responsible for enforcement and control and ensure they are given the necessary authority to ensure compliance	LBC site Manager and Traffic Marshall
8	Monitoring and Review of this plan	
	This plan will be monitored by the visiting H&S Representatives part of the regular inspection/audit. Reviewing, updating and distribution of the plan will be the responsibility of the Project Manager/ Site Manager.	
9	Appendices	

**LBC TRAFFIC RULES FOR DRIVERS ATTENDING
200 The Broadway SW19 1RY**

ALL DRIVERS ENTERING THIS SITE MUST READ, SIGN AND RETAIN A COPY OF THIS SHEET:

- ALL DRIVERS MUST REPORT TO THE GATEPERSON/BANKSMAN/SITE MANAGER
- ALL DELIVERIES MUST BE PRE-BOOKED WITH THE LOGISTICS MANAGER/SITE MANAGER
- VEHICLES WILL BE HELD AT THE HOLDING AREA AND DETAILS OF DELIVERY TAKEN
- WHEN REVERSING A VEHICLE, A MARSHALL OR A BANKSMAN MUST GUIDE THE VEHICLE
- NO VEHICLE MAY STOP OR WAIT IN UNAUTHORISED AREAS
- STEEL TOE-CAPPED BOOTS AND HI-VISIBILITY JACKETS MUST BE WORN AT ALL TIMES
- HARD HATS MUST BE WORN OUTSIDE OF THE DRIVER'S CAB
- KEYS SHOULD BE REMOVED FROM ALL UNATTENDED VEHICLES
- DRIVERS MUST SEEK AND OBEY INSTRUCTIONS AS TO WHERE THEY MAY PARK
- ALL DRIVERS MUST REMAIN IN THEIR CABS UNTIL SITE STAFF ARE PRESENT TO OFFLOAD
- ALL SITE RULES MUST BE OBEYED AT ALL TIMES WHEN ON SITE
- PASSENGERS RIDING IN LORRIES MAY NOT EXIT THE CAB
- DRIVERS MUST BE AWARE OF FALLS FROM VEHICLES AND TAKE APPROPRIATE SAFETY PRECAUTIONS
- VEHICLES MUST NOT STACK UP ON TRINITY ROAD
- BE VERY AWARE OF PEDESTRIANS IN THE GENERAL AREA WHEN ACCESSING & LEAVING THE SITE
- SITE SPEED LIMIT IS STRICTLY 5 MPH!

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200 The Broadway Delivery Drivers Traffic Rules acknowledgement:

Drivers Name:	Company:	Date:
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