

Document Title	TMP	Prepared By	Jonathan McCusker	
Revision Number	01	Date	09/04/2025	

# Errigal Traffic and Logistics


## Management Plan



## High Point Village

**ballymore.**



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## Index of Amendments

Revision History					
Issue	Description	Prepared By	Signed	Approved By	Date
00	First Issue	Jonathan McCusker		M. McGuinness	04/02/2025
01	Updated to Comments	Jonathan McCusker		M. McGuinness	09/04/2025

## Distribution and Authorisation Records

Distribution and Authorisation			
Copy No	Recipient		Address
01	<b>Client Name</b>	Ballymore (Hayes) Limited	4th Floor, 161 Marsh Wall, London, England, E14 9SJ
	<b>Contact Name</b>	Martin Pritchard	
	<b>Contact Number</b>	07768232788	
02	<b>Principal Designer</b>	Errigal	Estra house, Station approach, Streatham, London, SW16 6HW
	<b>Contact Name</b>	Helena Cosgrove	
	<b>Contact Number</b>	02039616560	
03	<b>Principal Contractor</b>	Errigal	Estra house, Station approach, Streatham, London, SW16 6HW
	<b>Contact Name</b>	Brendan Treanor	
	<b>Contact Number</b>	02039616560	

*Any amendment to this plan shall be completed by Errigal SHEQ Manager and approved by a director prior to distribution. Only revised parts of the plan will be distributed along with the approval and shall be accompanied by instructions how to implement the changes.*

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## Introduction

Errigal are committed to ensuring the health, safety and welfare of their employees, contractors and any other person affected by the activities being undertaken under their control. This plan will be developed and maintained as necessary as the project progresses with the input of the project management team and all contractors to allow employers to disseminate information and effectively manage their employees.

### *Preparation & Review of the Traffic and Logistics Management Plan*

The Traffic and Logistic Management Plan will be prepared prior to the commencement of the project in conjunction with information from the Client and the Principal Designer in the form of the Pre-Construction Information and Client Brief.

Once prepared and authorised the Construction Phase Plan must be issued to the Client in accordance with CDM 2015.

Throughout the duration of the project the project management team, assisted by their contractors will review the plan at regular intervals, not to exceed two working months. These reviews will consider significant changes to the project such as but not restricted to:

- Planning restrictions.
- Specific phased completions.
- Changes to personnel appointments and responsibilities.
- Updates to emergency arrangements.
- Traffic management.
- Environmental aspects and impacts.

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### *Project Health & Safety Goals & Objectives*

It is the intention of Errigal to ensure that health and safety is given due regard on this contract. To achieve this, the co-operation of all contractors is essential, together with good planning and a risk assessment approach to identify hazards and so eliminate risks.

Along with any client objectives issued and to assist the project team and contractors the following objectives have been agreed with the project team.


- To achieve zero Accidents
- To achieve zero Incidents
- To create a safer working environment for all
- To remove occupational health hazards
- To protect the public
- To be considerate to the neighbours of the project

Errigal will act as co-ordinator for the various contractors working on the project. Contractors are expected to comply with current legal requirements, good working practices, and the site rules detailed in this Plan, which will be brought to the attention of employees, visitors and contractors working on the site.

Errigal will make available appropriate welfare arrangements and unless contract documents state otherwise these will be available to all contractors. However, contractors are expected to use these facilities in a sensible way.

With regards to accidents, incidents or near miss incidents, Errigal must be informed and if the incident is reportable to the Health and Safety Executive a copy of the report form must be given to Errigal.

We ask contractors and their employees to assist Errigal in implementing this Plan and so ensure a safe and healthy site for everyone. Errigal will have a visiting Health and Safety professional and site personnel will be able to voice their feelings with regards to health and safety to the safety professional or they should contact the Site Manager. In addition, if any person on site sees an unsafe situation or finds themselves in a position of danger, they should stop work and report it immediately to their supervisor or to the Site Manager.

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## Description of the Project

### *Replacement of Timber Cladding*

- Existing folded Aluminium Brackets for Thermally broken Envelope Helping Hand bracket (Or Similar)
- Existing Vertical alum cladding support rails with new.
- Existing breather membrane and replace with Tyvek Fire Curb FR membrane. B-s1, d0 or equally similar. Full replacement to area directly behind timber panels.
- Existing timber cladding with Rock panel.

### *Replacement of Aluminium Rainscreen*

- Existing folded Alum Brackets for Thermally broken Envelope Helping Hand bracket (Or Similar)
- Existing Vertical alum cladding support rails with new.
- Existing breather membrane and replace with Tyvek Fire Curb FR membrane B-s1, d0 or equally similar. Full replacement to area directly behind aluminium panels.

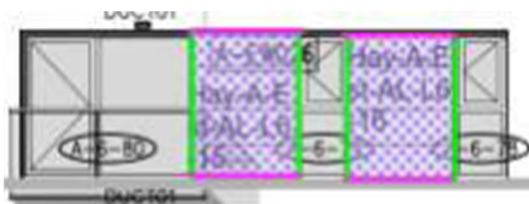
### *Replacement of Render*

- Existing breather membrane and replace with Tyvek Fire Curb FR membrane B-s1, d0 or equally similar. Full replacement to area directly behind Render system.
- Existing Render system and replace with non-combustible render system.


### *Replacement of Cavity Barriers*

Typical Rainscreen/window areas

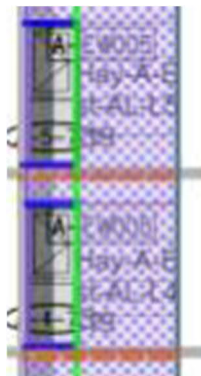
- Vertical barriers to window/door jambs where insulation is being replaced only.
- Example below marked in green. (30mins)
- Horizontal barrier between two cladding types where insulation is being replaced only. Example below marked in pink. (30mins)



Typical Rainscreen/window areas across slab level

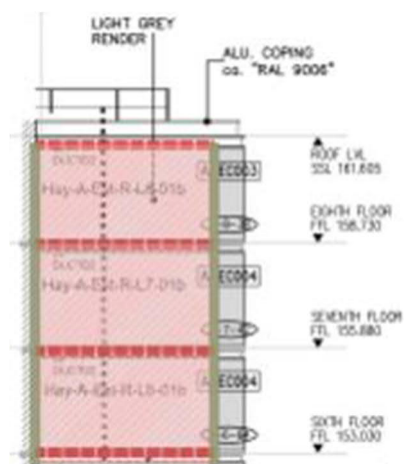
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- Vertical barriers to window/door jambs where insulation is being replaced only.
- Example below marked in green. (30mins)
- Horizontal barrier between two cladding types where insulation is being replaced only. Example below marked in pink. (30mins).
- Slab edge barrier to be replaced to area directly behind rainscreen. Example below shown in brown. (60mins).
- Horizontal barriers to window head and cill to areas where rainscreen is being removed. Example below in blue. (30mins)




#### Typical Render Areas

- Slab edge barrier to be replaced to Render replacement areas only. Example below shown in dashed red line. (60mins)
- Vertical barriers to window/door jambs and vertical interfaces with other cladding types. Example below marked in grey. (30mins)






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## Project Directory

The Project Directory will be expanded as necessary, but as a minimum shall be:

### Project Specific

<b>The Client</b>	<b>Contact Name</b>	Martin Pritchard
<b>Ballymore (Hayes) Limited</b> 4th Floor, 161 Marsh Wall, London, England, E14 9SJ	<b>Tel Number</b>	07768232788
	<b>Email</b>	<a href="mailto:mpritchard@ballymoregroup.com">mpritchard@ballymoregroup.com</a>
<b>The Principal Designer</b>	<b>Contact Name</b>	Helena Cosgrove
<b>Errigal</b> Estra house, Station approach, Streatham, London, SW16 6HW	<b>Tel Number</b>	02039616560
	<b>Email</b>	<a href="mailto:helenacosgrove@errigalcontracts.com">helenacosgrove@errigalcontracts.com</a>
<b>The Principal Contractor</b>	<b>Contact Name</b>	Mark Skinnader
<b>Errigal</b> Estra house, Station approach, Streatham, London, SW16 6HW	<b>Tel Number</b>	07703808848
	<b>Email</b>	<a href="mailto:markskinnader@errigalcontracts.com">markskinnader@errigalcontracts.com</a>
<b>Fire Engineer</b>	<b>Contact Name</b>	Garry Newman
<b>NBB Rail</b> 7, Bell Yard, The Strand, London	<b>Tel Number</b>	07824861569
	<b>Email</b>	<a href="mailto:Garry.newman@nbbrail.co.uk">Garry.newman@nbbrail.co.uk</a>


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### Enforcing Authorities

<b>Health and Safety Executive</b>	<b>Contact Name</b>	N/A
<b>HSE</b> (Health and Safety Executive)	<b>Telephone Number</b>	0800 0320 121
	<b>Email</b>	<a href="mailto:mail@hse.gov.uk">mail@hse.gov.uk</a>
<b>Local Council</b>	<b>Contact Name</b>	Wayne Greenshields
<b>Hillingdon Council</b> High St, Uxbridge UB8 1UW	<b>Telephone Number</b>	01895277553
	<b>Emergency Number</b>	01895250111 (Out of Hours)
<b>Canal and Rivers Trust</b>	<b>Contact Name</b>	William Hardy
<b>Canal and Rivers Trust</b> The Toll House, Delamere Terrace, Little Venice, London W2 6ND	<b>Telephone Number</b>	07765136209
	<b>Email</b>	<a href="mailto:William.Hardy@canalrivertrust.org.uk">William.Hardy@canalrivertrust.org.uk</a>
<b>Hospital (Accident &amp; Emergency)</b>	<b>Contact Name</b>	N/A
<b>The Hillingdon Hospital</b> Pield Heath Road, Uxbridge, London, UB8 3NN	<b>Telephone Number</b>	01895238282
	<b>Opening Hours</b>	Open 24 Hours
<b>Fire Brigade</b>	<b>Contact Name</b>	N/A
<b>Hillingdon Fire Station</b> Uxbridge Road, Town Centre	<b>Telephone Number</b>	020 8555 1200
	<b>Opening Hours</b>	Dial 999 Give name/ address of site.
<b>Police</b>	<b>Station Contact</b>	N/A
<b>Hayes Police Station</b> 755 Uxbridge Road, Hayes	<b>Telephone Number</b>	101 for non-emergency
	<b>Emergency Contact</b>	999 for Emergency

### Utilities

<b>Electricity</b>	<b>Contact Name</b>	N/A
National Grid Electrical Emergency	<b>Telephone Number</b>	105
	<b>Additional Information</b>	<a href="http://www.nationalgrid.com">www.nationalgrid.com</a>
<b>Gas</b>	<b>Contact Name</b>	N/A
National Gas Emergency	<b>Telephone Number</b>	0800 111 999
	<b>Additional Information</b>	<a href="http://www.nationalgrid.com">www.nationalgrid.com</a>

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### *Project Dates*

<b>Date of Site Possession</b>	17/02/2025
<b>Enabling Work Duration in Weeks</b>	12 weeks
<b>Contract Duration in Weeks</b>	86 weeks
<b>Contract Completion Date</b>	20/10/2026

### *Hours of Work*

<b>Days</b>	<b>Times Worked</b>
<b>Monday - Friday</b>	8:00 am - 6:00 pm
<b>Saturday</b>	8:00 am - 3:00 pm
<b>Sunday</b>	N/A unless pre-agreed

### *Existing Records, Drawings and Information*


Please see existing records, drawings and information contained within the Health and Safety File.

### *Existing Use*

The building is an existing occupied residential apartment.

### *Existing Services*

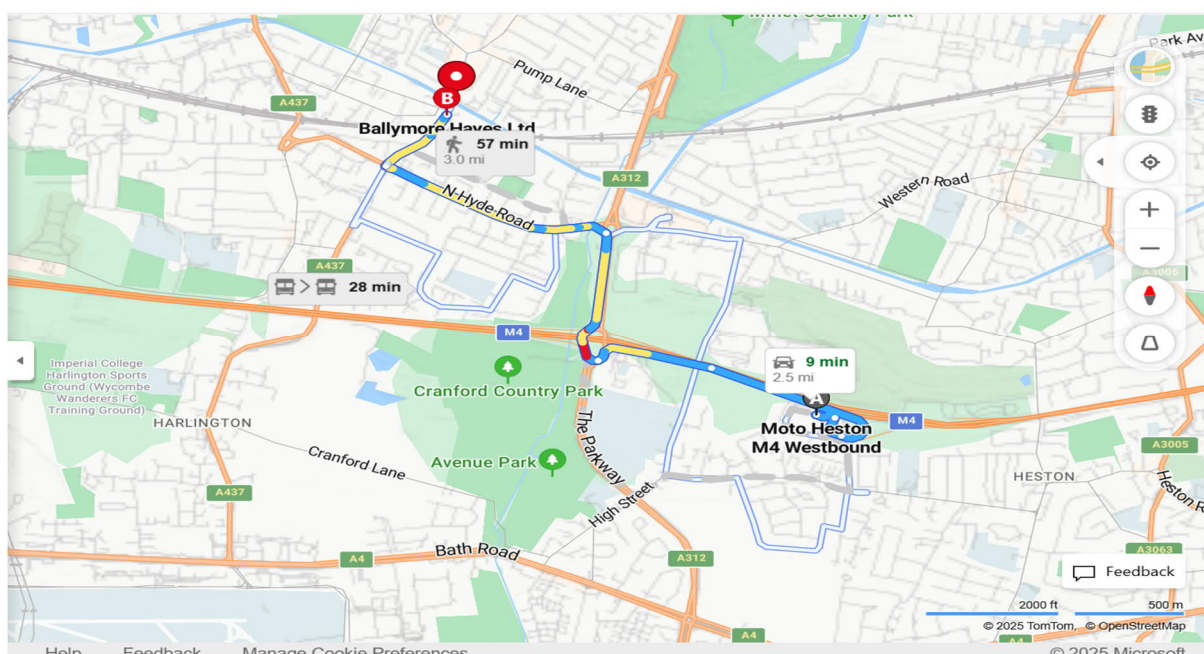
<b>Service</b>	<b>Comment</b>
<b>Gas</b>	Yes
<b>Water</b>	Yes
<b>Electric</b>	Yes
<b>Telecommunications</b>	Yes
<b>Other Pipelines</b>	Yes (Sewage)

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## Traffic Flow Management


Access to the compound will be via Station Approach. Vehicles will be directed towards the M4 Services (**Heston Westbound Service Hounslow TW5 9NA**) and advised not to proceed to site before their allocated timeslots as per the Errigal delivery booking system. If there are delays drivers will be asked to hold at Heston Services and advised when to proceed to site

Access will then be co-ordinated along the Route below with the Errigal Traffic Management team receiving the driver and directing the from Station Approach onto site.



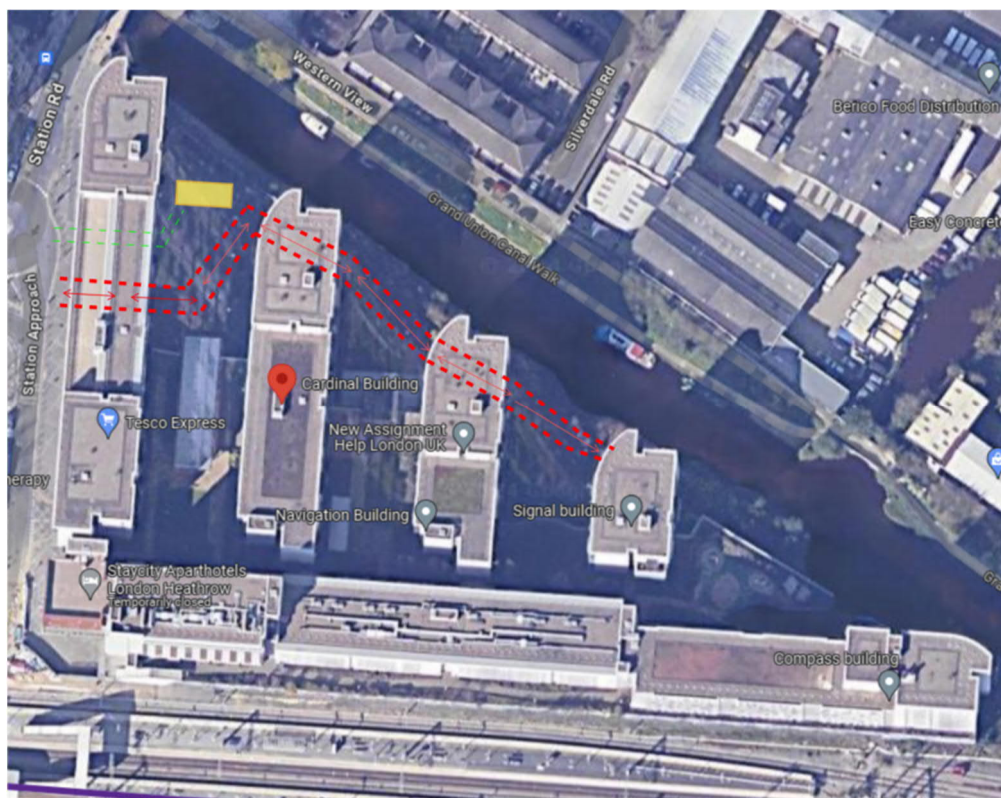
Entrance to site will be through the undercroft:




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Once on site the red route is for Vehicular access only and the below are the site restrictions in place for Vehicles attending site

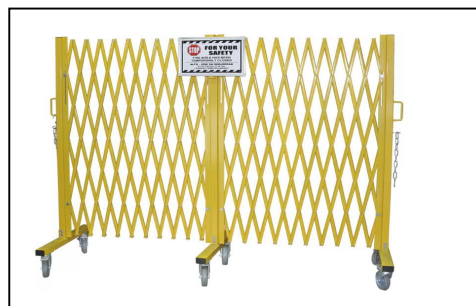
- **Rigid/Flatbed** deliveries only with a height restriction of **4.2m**.
- **Fors Bronze** - The scheme is designed to improve cyclist and pedestrian safety and legally requires every vehicle in London weighing more than 3.5 tonnes to be fitted with: Class V and Class VI mirrors that give drivers a better view of pedestrians and cyclists around their vehicles.





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Errigal Route for Pedestrians and existing pedestrian routes throughout High Point Village to be used and maintained. This is the main entry and exit points for site with the offloading, loading and pedestrian management to be co-ordinated and managed by the Errigal site Logistics team using a combination of gates and barriers. As this is a live building these may remove and reinstated daily.




#### *Vehicle Movements on site*

All vehicles entering and leaving the site will be always banked by a trained Traffic Marshal. There is to be no reversing of vehicles on site without approval from the site team and enough trained marshals in attendance.

Upon leaving the site, all vehicles will be made to stop, and the Traffic Marshal will check to ensure that no pedestrians are in the vicinity and the vehicle is clean and sheeted as required. If there are any pedestrians in the vicinity, they will be given right of way over site traffic. Warning signs will be in place to alert the public of vehicle movements. Once the Traffic Marshal has established that there are no pedestrians in the vicinity the Traffic Marshal will (at a safe time) stop oncoming vehicles and allow the site traffic to leave site. Care and attention will be given at all times to the general public, site operatives and general traffic in the surrounding areas so as to ensure that there is minimal congestion.

Vehicle access gates/zones will be manned at all times during site hours. No vehicles are to be park with the cab or trailer blocking pedestrian routes in front of the vehicle gates/zones. The vehicle must be clear by at least 500mm from our hoarding line, to allow for any slight movement when applying the hand brakes.

No operative vehicles permitted. Forklift to transport materials from unloading zone & be parked away from the emergency service route when not in use. Unloading zone may require licenses to unload from road or footpath.

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## Peak hours for Deliveries


Deliveries will be co-ordinated to be between 8.00am and 1.00pm where possible to allow the loading of materials to be prioritise the loading out of materials in the remainder of the day.

## Delivery and Material Management

A delivery booking system will be used on this project. The system has been developed in order to control the sequencing of deliveries to site in order to enable an efficient means of materials transfer without congesting the haul roads and the public roads surrounding the site.

All deliveries to the project have to be booked 24 hours in advance of arrival with the Errigal construction team. A daily delivery schedule will be developed using the template in appendices one by the Errigal construction team and communicated through a task daily briefing to all traffic marshals. This includes all deliveries of materials, courier deliveries, allocation of plant i.e. mobile cranes/forklifts/MEWPs, and removal of materials/waste

DELIVERY SCHEDULE			
Project:		Date:	
Time	Company	Contact Name	Contact Number
08:00 – 08:30			
08:30 – 09:30			
09:30 – 10:00			
10:00 – 10:30			
10:30 – 11:00			
11:00 – 11:30			
11:30 – 12:00			
12:00 – 12:30			
12:30 – 13:00			
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14:30 – 15:00			
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15:30 – 16:00			
16:00 – 16:30			
16:30 – 17:00			
17:00 – 17:30			
17:30 – 18:00			

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## Loading & Unloading

All vehicles must be loaded and unloaded in the designated areas identified in the Storage, Laydown Area & Loading and Unloading Area Layout Plan in appendices three. Operatives not involved in the loading or unloading of vehicles must be excluded from the work area at all times. Any dedicated loading gantry will have a designated pedestrian access and egress route onto it.

Where lorry mounted HIAB's or lorry mounted forklifts will be used to unload and load vehicles the lifting plan, drivers' competencies and certificates of thorough examination for lifting equipment and accessories must be reviewed and checked by Traffic Marshals prior to loading and unloading taking place.

The planning of safe loading and unloading must be considered and risk assessed as part of the risk assessment in this Traffic & Logistic Management Plan.

Vehicles must only to be off loaded or unloaded when on level ground. Where possible deliveries should be able to be unloaded without the need to access the back of the lorry. Where this cannot be done a safe system of fall protection must be provided by the delivering company. No operatives are to climb onto the bed of a vehicle without fall protection in place and means of access.

Where access is required to the backs of the vehicles and no edge protection is possible or provided a task specific risk assessment and method statement must be produced and submitted to the Errigal construction team for approval.


## Construction Logistics & Cyclist Safety (CLOCS)

All vehicles over 3.5t GVW, delivering to, collecting from or serving Errigal projects in London must comply with the CLOCS Standard. There are 3 parts to the CLOCS standard that must be complied with for every vehicle.

### *Operator Check*

Vehicle Operator must be accredited by FORS (Fleet Operator Recognition Scheme) at least to bronze level.



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### *Vehicle Check*

The vehicle needs to have the following items fitted to protect vulnerable users.

- Vulnerable road user warning stickers
- Side Under run bars on both sides
- A Class VI mirror (giving a view of the front blind spot)
- One method of reducing the passenger side blind spot
- Camera System.
- Or Sensor System.
- Or Fresnel Lens; and
- Left turn warning audible alarm

### *Driver Check*

- Driver must be able to produce a valid driving license
- Driver must be able to evidence that he has been trained in vulnerable road user safety producing a certificate or card for approved training.


### *FORS Bronze Standards*

All fleet operators servicing Errigal projects in London shall ensure their entire transport operation meets the standards of TfL's FORS Bronze Standard. This will ensure a baseline level of compliance against all regulatory requirements relevant to road transport operations. Certification shall be renewed on an annual basis.

### *Traffic Marshals*

All Traffic Marshals must have received formal training and been briefed on this Traffic & Logistics Management Plan. Task Daily Briefings must be delivered to Traffic Marshals relating to the daily delivery schedule. All Traffic Marshals will be identified by wearing an orange hi-visibility vest or jacket. Traffic Marshals read and sign the Traffic Marshal Checklist EHS-F-066 prior to the commencement of their role.

It is the responsibility of Errigal to provide fully qualified Traffic Marshalls to assist with the vehicle's movement on site. Traffic Marshals must be at the site entrances as their vehicles and deliveries arrive.

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### **The Traffic Marshal in control of vehicle access gates must**


- Assist with the vehicle manoeuvring where required.
- Not leave the gates unattended unless they are fully closed and locked.
- Ensure site access at the gates is clean, tidy and clear of materials.
- Record all vehicle movements in and out of their respective gates ensure the delivery schedule is adhered to.
- Ensure all personnel in the vehicles are wearing the correct site specific personal protective equipment; and
- Ensure vehicle activities to and from site do not impact on the general public, pedestrians and other road users.

### **Competency & Training**






All persons driving mobile plant onsite must meet the Errigal competency and training requirements detailed in the Project Specific Construction Phase Health and Safety Plan. Operative's mobile plant competency will be checked during the site-specific site induction.

### **Site Driving Rules**

- No person is allowed to operate vehicles or plant unless they are trained, competent and have been authorised to do so.
- No passengers are to be carried unless the vehicle is specifically designed to do so. No children or animals are permitted in delivery vehicles when attending Errigal sites.
- Drivers and operators must be familiar with all operating controls and safety devices of the particular piece of plant or vehicle they are operating.
- Drivers and operators are to carry out pre-use safety checks of the vehicle or plant at the beginning of each shift.
- All drivers and operators must presence of pedestrians on site and give them right of way at all times.
- All drivers and operators are to only operate the vehicle or plant strictly in accordance with manufacturer's recommendations and operating instructions.
- All safety and warning signage must be complied with at all times.
- Must comply fully with all safety signage including:
- Reversing is to be kept to a minimum and only undertaken when clear all round vision is available and or under the direction of a trained banks person.

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- Hazard warning lights or/and flashing beacons are to be on all times when the vehicle is moving.
- Excavations only to be approached when safe to do so and escorted by a trained banks person (stop blocks or other adequate edge protection must be available).
- Delivery drivers must remain with their vehicle at all times and follow the instructions of Traffic Marshals.
- All delivery drivers must wear the following PPE as a minimum at all times.


				
BS EN 397	ISO 20345 with midsole protection and toecap	BS EN 166 1 F	(BS EN 388 3333	(BS EN 471 - Yellow

- Vehicles and plant left unattended must be left in a safe condition and with the key removed or immobilised.
- Dumper operators must leave the unit when it is being loaded; and
- Drivers and operators are not to smoke, drink, eat or operate mobile telephones while operating a vehicle or plant on site.

### Onsite Storage

Drawings in appendix 1 are the agreed storage areas agreed previously and marked on documents issued to the BSR. These are to be managed by Errigal and secured by use of heras fencing with luminous feet and appropriate signage



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## Safe Site Access Walkways

The site will be a Green Safe Pedestrian zone until operatives reach the segregated work areas. the work zones will be clearly signed and excluded from public access.

The office and welfare facilities will be fully segregated from the site works and public areas. All Green Safe Pedestrian

Access Routes are a Personal Protective Equipment free zone.

If works are required to be carried out on or adjacent to the Green Safe Pedestrian Access Routes, the routes must be closed and alternative provision put in place before the works commence.

Warning signage will be displayed from any exit points from the Green Safe Pedestrian Access Routes to site area and across traffic routes. Warning signage will be displayed for both pedestrians, vehicle and plant operators.


All Green Safe Pedestrian Access Routes will be to the minimum standard detail below.

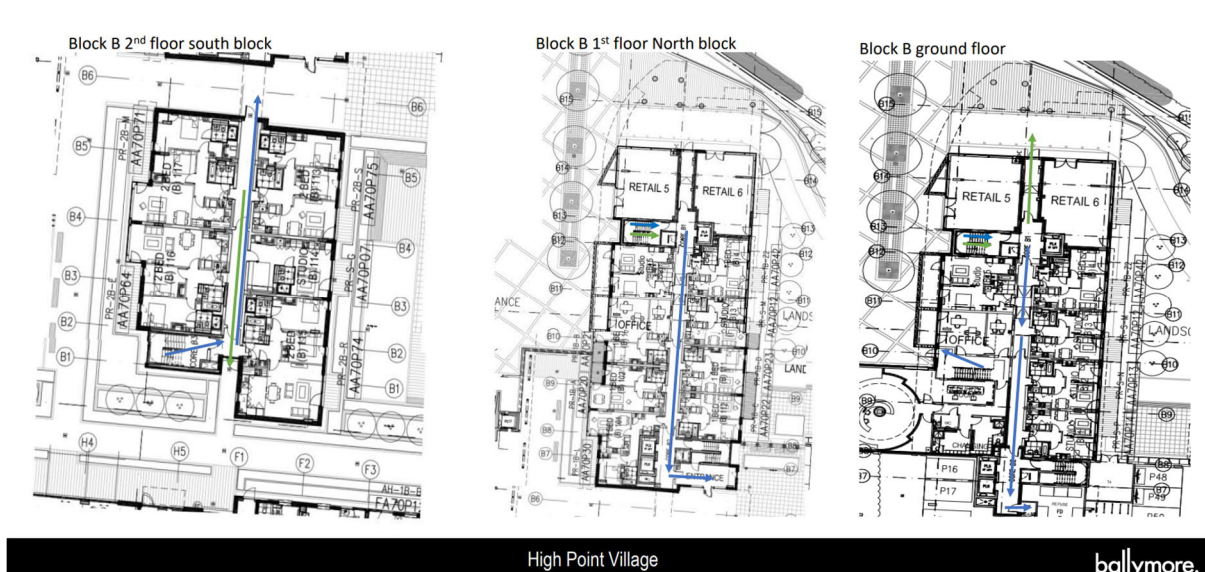
- Formed of concrete or compacted fill.
- Free from holes or trip hazards.
- Free from standing water and mud.
- Any changes in levels or steps to be identified and marked.
- Vertical access by either stairs or ramps - no ladders to be use on access routes.
- Identified with signage including Fire Exit Routes.
- Sufficiently lit including emergency lighting.
- Any cables or pipes crossing walkways must be taken over at high level or a ramp installed over them to prevent trip hazards and damage.

All Green Safe Pedestrian Access Routes will be highlight on the Traffic & Pedestrian Management Layout Plan in appendices two. No one is to interfere or change an access route without the advanced agreement of the Errigal construction team.

## Safety and Emergency Management

All existing Access Routes, Emergency Exits will remain as part of the original strategy which has been incorporated into G2 handover pack and referenced in Appendix 1. Any deviance from these will be undated in the Fire Safety Documents and communicated in the change process.


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### Safety at Existing Entrance/Exit of Building.

When the Façade remediation works are happening at the location of an Entrance or Exit of a building then Errigal will erect a scaffold gantry and barrier system to reduce the risk of any falling tools or materials. This will be an engineered solution allow for the risks of the different elements of works, chapter 8 Barriers will also be used to maintain a clear walkway for resident/Customer/staff.



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## Monitoring & Review

Errigal will undertake the following monitoring system:

- Daily checks by the site manager with regards to general health and safety standards.
- Weekly Site Safety & Environment Inspection by the Safety Team
- Monthly SHEQ audits by the Errigal SHEQ Team. Daily inspections of traffic routes
- Incident reports and adjustments as needed
- Coordination meetings between construction teams and traffic management personnel