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DEMOLITION TRAVEL PLAN

COLT HDCI HAYES BRIDGE LIMITED – HEATHROW INTERCHANGE PARK

Travel Plan pursuant to Colt HDCI Hayes Bridge Limited – Unit 1 – 7
LON6 Demolition.



Ref		August 2024
Issue: 1 Rev 0		1

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Introduction

This Construction & Demolition Travel Plan describes how Colemans aims to encourage the use of public transport/green travel to ensure a sustainable approach to the redevelopment of the site during the enabling works phase of the Colt London Data Park, Substation LON6 unit 1-7 development area. It is a working document and will be reviewed and updated as the project progresses. It will be used to brief Colemans staff and operatives, in addition to the staff and operatives of Colemans subcontractors. Visitors to the site will also be made aware of the associated travel arrangements.

Name of the Site

Location Descriptor	Name	W3W	Address
Site A	UNIT 1	///hints.eager.gladiators	Colt HDCI Hayes Bridge Limited, Bridge Retail Park, Uxbridge Rd, Hayes UB4 0RH

Type of travel plan

This Construction & Demolition Travel Plan (CDTP) is for the demolition phase of enabling works at the LON6 UNIT 1-7 development.

This Construction & Demolition Travel Plan (CDTP) provides the Travel Plan procedures to be followed by Colemans staff and operatives and those of appointed Sub-Contractor specialists involved with the demolition works.

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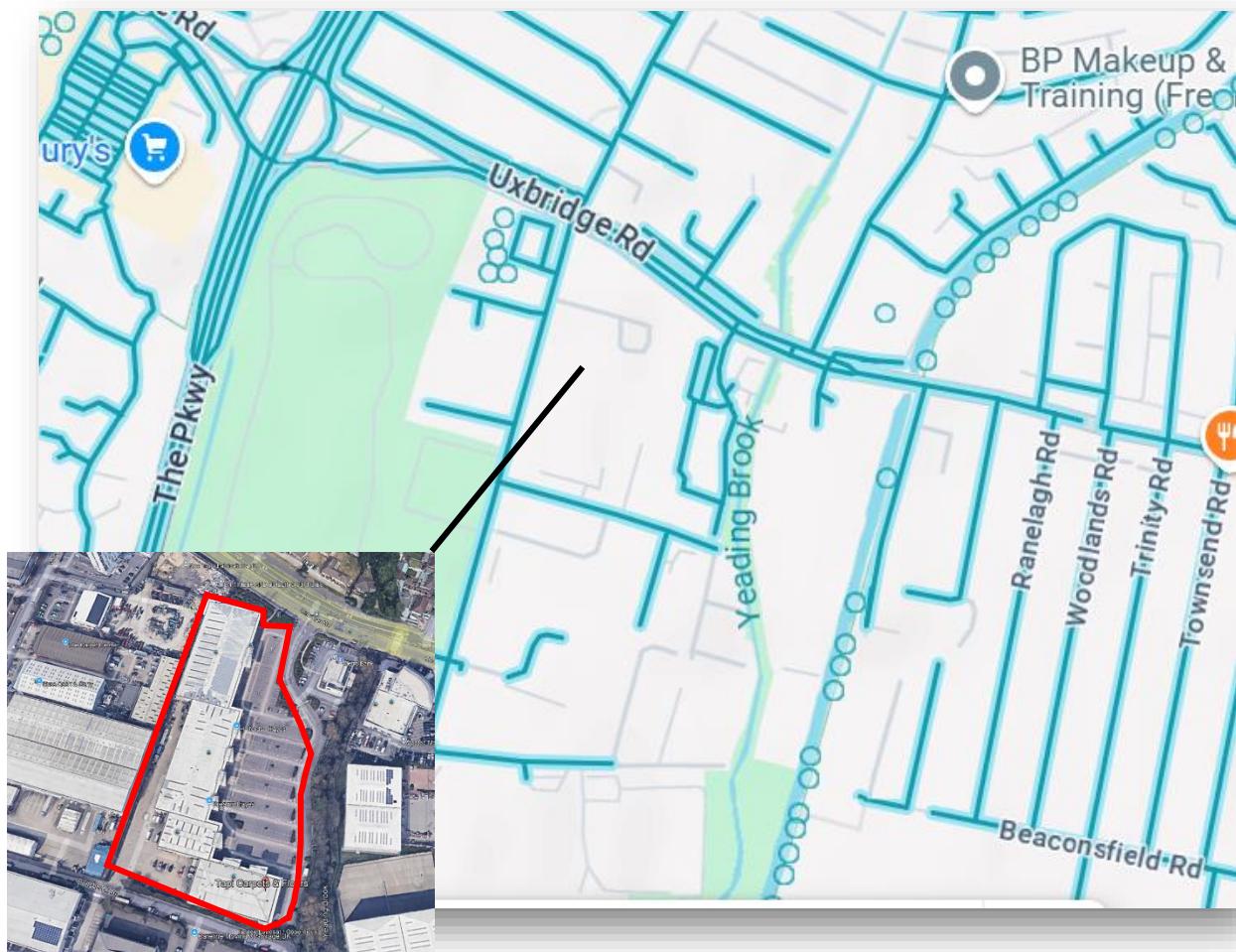
Overview of Site(s).

The physical location of the site, major roads, and local boroughs can be seen below. The site constitutes third-party industrial units, a country park and a canal. The site is surrounding by commercial businesses and the Yeading Brook is located to the east. Access is achieved via Springfield Road, onto Bullsbrook Road.

Main Issues and Challenges

Construction work can only take place during set hours, unless there is a significant health and safety or environmental risk or incident. School time restrictions will also be implemented, not allowing deliveries between peak hours of 08:30-09:15 and 14:50-15:30.

All noise levels must adhere to set regulations, and every effort must be made to reduce the noise at the source. The Subcontractor is to erect appropriate signage as required to inform interfacing Subcontractors of any noisy zones of the site.

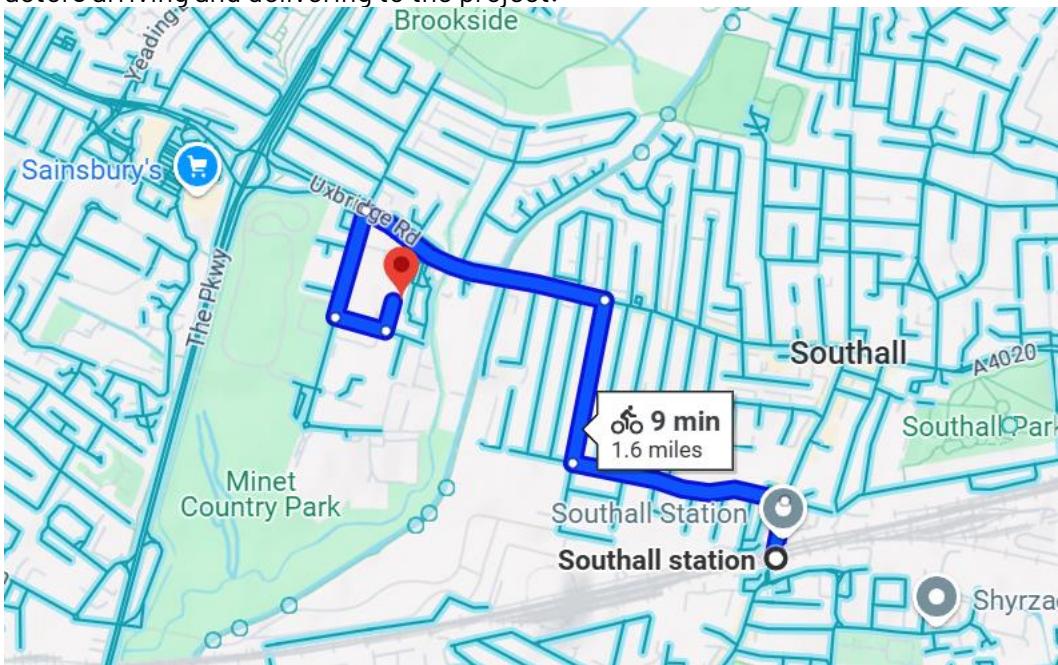


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Site Overview

The site is situated off Uxbridge Road and shares the road with the Metro Bank business, which will remain open and accessible. Site hoarding pedestrian and vehicular gates are proposed to enclose the site and segregate it from the surrounding areas. These gates will be used for construction site access.

The cycle route on the development is approximately 8-10 minutes from either Southall Railway station or 9 minutes from Hayes & Hillingdon Railway. The cycle awareness will be communicated to the contractors arriving and delivering to the project.

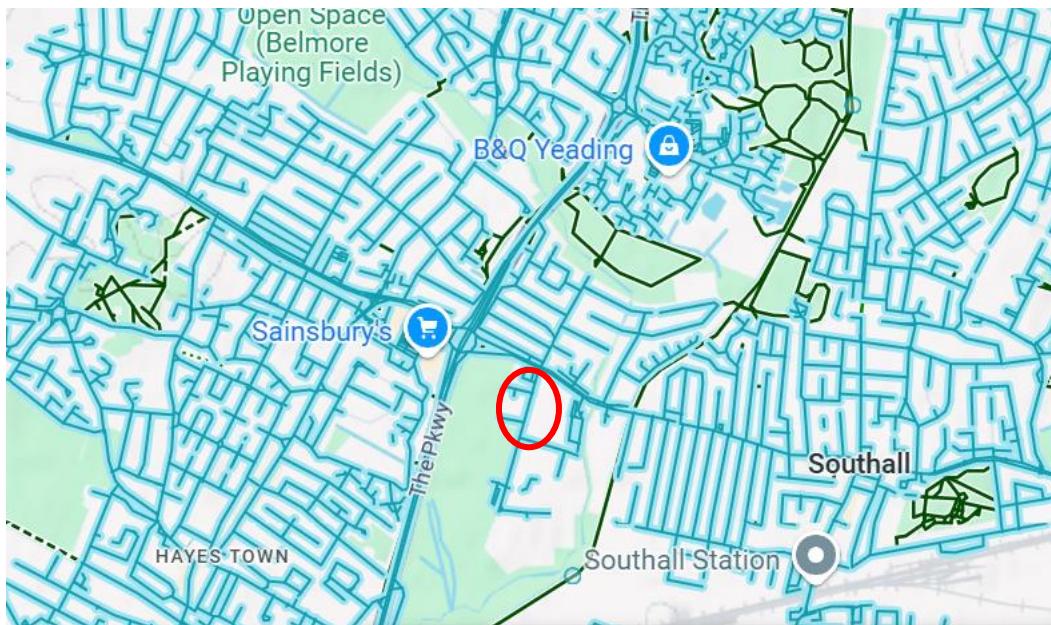


There will be on-site parking provided for construction worker's vehicles. On street parking will be discouraged. As there are good transport options available, travel by public transport will be strongly encouraged, along with car sharing by each subcontractor.

The number of staff on site for the demolition and enabling works won't exceed circa 20 operatives and so along with public transport and car sharing, any off-site parking will be low. There will be a commitment required from the Contractor via their contract that no parking will be allowed on Bullsbrook Road for their operatives. The use of nearby parking facilities at the leisure centre, Minet County Park and Hayes & Yeading FC can also be utilised as required for the various phases of the project.

The site location is shown below as well further information on public transport links in the area.

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Public Transport Access

The site office and welfare accommodation will be established within the site parameters.

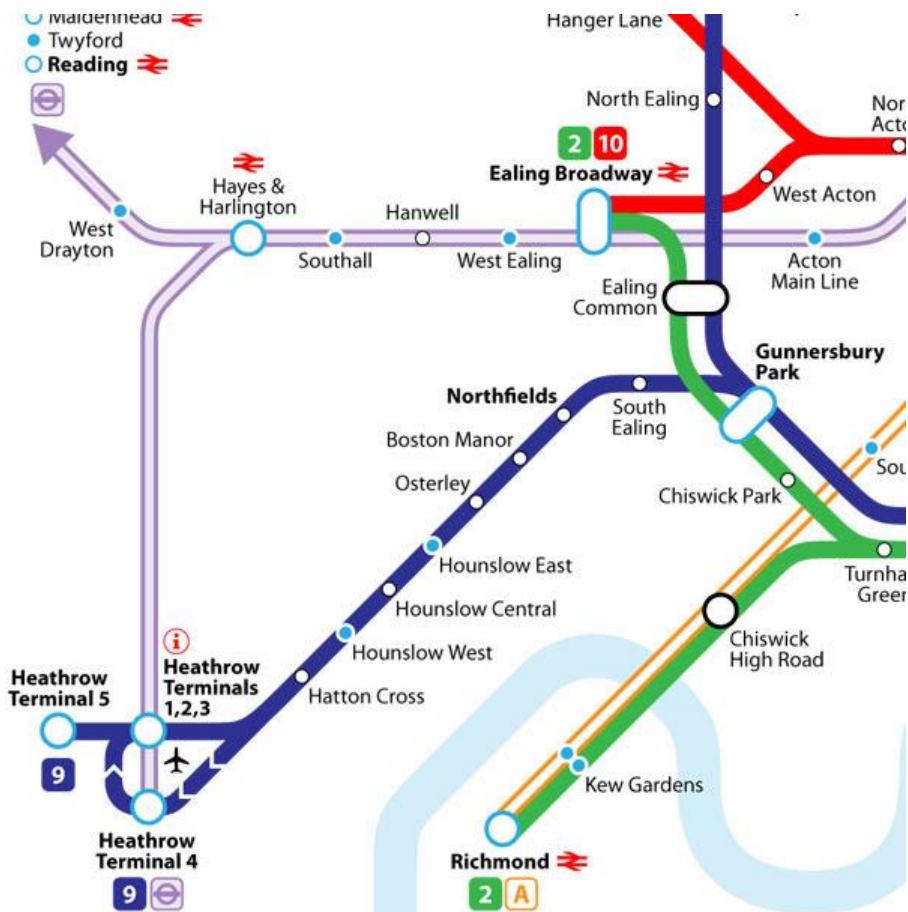
All personnel to arrive at the main site entrance via the shared access road off of Uxbridge Road. Vehicles will exit the site through the main vehicle access gates onto the shared access road, under the control of a qualified traffic marshal. Vehicles will be turned on site and in the rare circumstance where this is not possible, they will be reversed by a qualified banksman onto the highway. Clear signage will be displayed on the site hoarding to direct construction traffic appropriately.

Trains

The railway station is Hayes & Harlington Station, which can be accessed via train or the Elizabeth Line.

The site can also be serviced by Southall Station on the Great Western Railway or TfL Railway. This is envisaged as the main form of operative transport to the project.

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Bus Travel

Several bus routes also operate such as the 90, 140, E6, on Coldharbour Lane, Stop U alighting at Precinct Road. Routes 207 & 427 from Southall alighting at Stop I on Alexandra Avenue.

Useful information and live timetables can be found at <https://tfl.gov.uk/maps/bus>

The image below shows the location of bus stops in blue within the vicinity of the development.

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TFL Fares

Pay as you go at adult rate on buses and trams and a Hopper fare gives unlimited journeys for £1.65, made within one hour of touching in. Hopper fare also applies to discounted rate travel.

Touch in using the same card or device on all journeys and you get our Hopper fare automatically.

If you travel on Tube, DLR, London Overground, Elizabeth line, IFS Cloud Cable Car or River Bus services in between Hopper journeys, you'll be charged a standard fare. The Hopper fare will still apply to any further bus and tram journeys made within one hour of first touching in.

If your Oyster card has a negative balance after your first journey, the Hopper fare won't apply. You'll need to top up your card within one hour of touching in to be eligible.

You can travel using pay as you go with [contactless](#) (card or device) or your [Oyster card](#).

Pay as you go	Daily cap	Weekly cap (Monday to Sunday)	
£1.65	£4.95	£23.30	
You can also travel using your Oyster card with a 7 Day, Monthly and Annual Bus & Tram Pass .			
One Day Bus & Tram Pass	7 Day Bus & Tram Pass	Monthly Bus & Tram Pass	Annual Bus & Tram Pass
£5.50	£23.30	£89.50	£932

Details of parking constraints near the site

There will be limited on-site parking provided for construction worker's vehicles. On street parking will be discouraged. As there are good transport options available, travel by public transport will be strongly encouraged, along with car sharing by each subcontractor. There will be a commitment required from the Contractor via their contract that no parking will be allowed on the main Road for their operatives.

Details of site access, including public transport, cycling and footways.

The number of staff on site for the demolition and enabling works won't exceed circa 20 operatives and so along with public transport and car sharing, any off-site parking will be low.

The cycle route on the development is approximately 8-10 minutes from either Southall Railway station or 9 minutes from Hayes & Hillingdon Railway. The cycle awareness will be communicated to the contractors arriving and delivering to the project.

Pedestrian and cycle access to the site - it is most likely that pedestrians and cyclists will be approaching site from Hayes and Harlington tube stop, will access the site via a sharp left turn off The Parkway, across a dedicated pedestrian and cyclist route directly to Bullsbrook Rd as shown in supplementary drawing 125-CCL-XX-XX-DR-C-S04-004. These roads have cycle lanes and pavements, suitable to facilitate safe access for cyclists and pedestrians. A separate pedestrian gate will be provided adjacent to the vehicle on site to ensure proper segregation.

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Access arrangements for vehicles



General Access Protocol

Vehicles will exit the site through the main vehicle access gates onto Uxbridge Road, under the control of a qualified traffic marshal. Vehicles will be turned on site and in the rare circumstance where this is not possible, they will be reversed by a qualified banksman onto the Highway. Clear signage will be displayed on the site hoarding to direct construction traffic appropriately.

All deliveries need to be planned and booked in with the site management team and any delivery arriving without notice will be turned away. All deliveries will be signed and escorted on to site by a qualified banksman. All construction plant, equipment and vehicles will be parked on site with all roads using vehicles staying on the hardstanding receiving a final check from the vehicle marshals prior to leaving site.

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Road sweeping / wheel washing will be used if required and during times of wet weather with plant leaving site, road sweepers will be employed. Construction delivery vehicles and plant are not to be left idling with engines on where possible to reduce emissions

Construction/demolition stage	<u>Indicative start Date</u>	<u>Indicative End Date</u>	<3.5t	3.5t – 7.5t	≥ 7.5t	
Site Set-Up	TBC	TBC	2	2	2	(estimated)
Erection of Fencing (CDM Boundary)	TBC	TBC	1	1	0	(estimated)
Soft Strip Deleterious Materials	TBC	TBC	4	1	4	(estimated)
Demolition	TBC	TBC	4	2	4	(estimated)
Demobilise	TBC	TBC	2	2	2	(estimated)

Hours of site operation

08:00	18:00	Monday – Friday
08:00	13:00	Saturday

Any work outside of these hours will be for emergencies only



Parking, loading, and unloading arrangements.

Other than Main Contractor staff, there is no on-site parking.

There will be a commitment required from the Contractor via their contract that no parking will be allowed on or near the metro bank access.

Loading and unloading:

A strict no parking or mounting of adjacent kerbs will be adopted for the purpose of waiting, loading, or offloading of materials/equipment/plant

Vehicle and pedestrian routes

It is recommended that pedestrians and vehicles should not, wherever practicable, share access/egress points or circulation routes. Therefore, wherever vehicles and pedestrians/cyclists are required to utilise adjacent access into the site. The vehicular and pedestrian routes will be isolated from site pedestrians using designated pedestrian routes.

This arrangement satisfies the requirements but will be reviewed as the project proceeds to ensure that any construction activity does not present any additional risks. Should any additional risk be subsequently identified then appropriate action will be taken to eliminate or minimize such risk.

Use of alternative modes of transport

Yeading Brook off the River Crane leading off the Thames tributary. The site lies a mile from the Bull's Bridge junction. Due to the size and nature of the re-development utilising the waterways for the project does not lend itself well to a feasible solution as a form of material/waste transportation. However, the workforce will be notified of Thames waterway transport services, which may be used

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as means of operative transport.

Conclusion

Measures to discourage site staff from driving to site have been outlined within this document for Colt HDCI Hayes Bridge Limited.