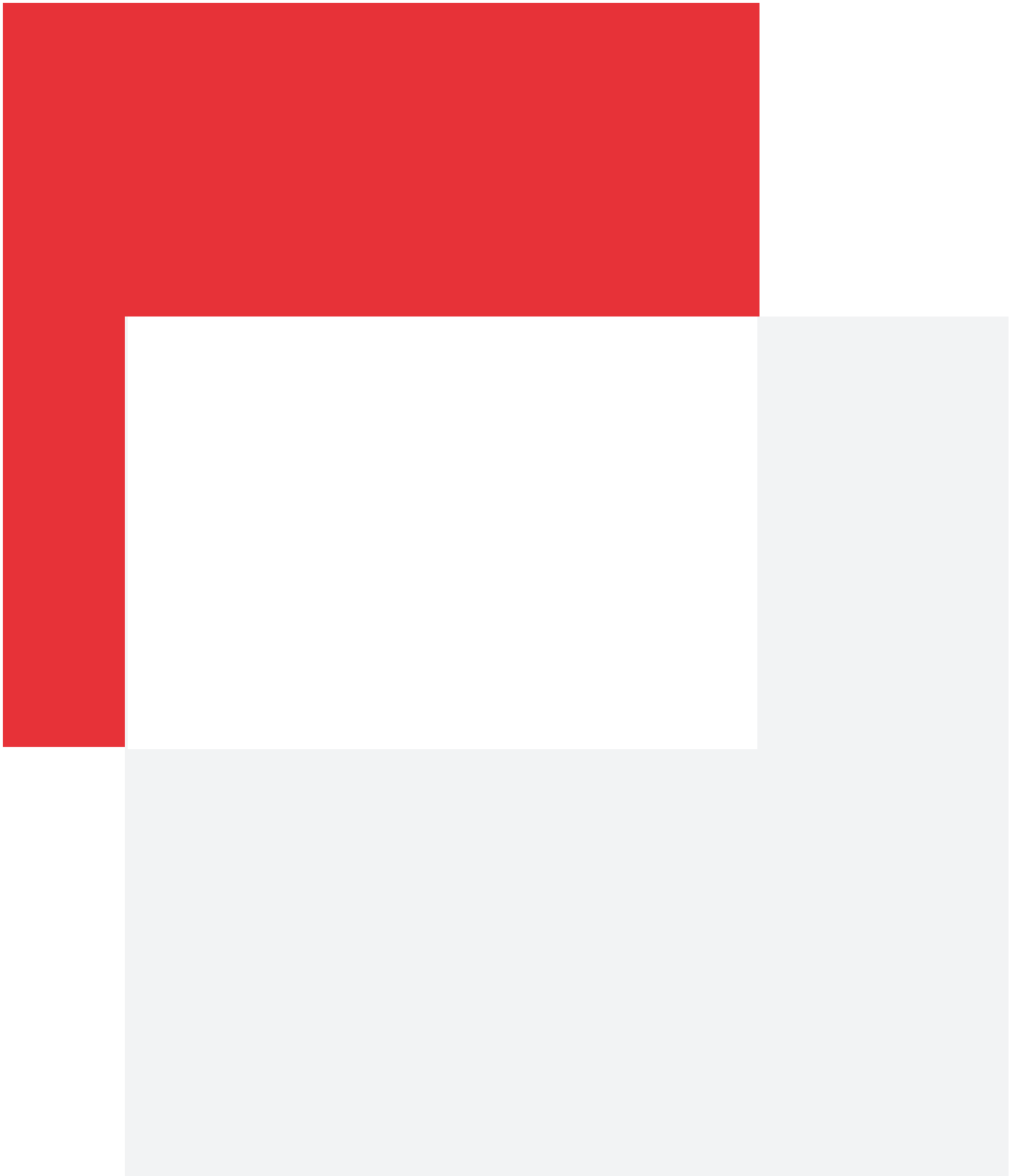


MEADOW HIGH SCHOOL PROJECT

Traffic Management Plan

Latest Review 11/09/20





Development Name:	Meadow High School
Landowner:	Hillingdon Council
Site Address:	Royal Lane, Uxbridge
Site Postcode:	UB83QU

Construction Logistics Manager:	John Pickering
Phone Number:	07894968654
Email Address:	John.pickering@gallifordtry.co.uk

CLP Produce by:

Name:	Signature:	Date:
John Pickering		11/09/20
CLP Accreditation Date:		

CLP Reviewed by:

Name:	Signature:	Date:
Sam Imber		
CLP Accreditation Date:		

Revision	Date	Comment
001	09/07/20	For CPs submission
002	22/08/20	Updated for planning condition discharge
003	11/09/20	Updated following planning consultant comments
004	24/11/20	Corrected to remove reference to parking at local football club as not relevant to this project

1. Introduction

The purpose of this Traffic Management Plan is to minimise the impact of the construction logistics on the wider road network. The objectives of the Plan are to:

- Lower emissions
- Enhance Safety – Improved vehicle and road user safety
- Reduce Congestion – reduced trips overall

To support the realisation of this objective, several sub objectives have been agreed 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
- Managing the on-going development and delivery of the TMP with construction contractors
- Communication of site delivery to workers and suppliers
- Encouraging the most efficient use of construction freight vehicles.

Galliford Try will endeavour to ensure that delivery vehicles/companies are FORS accredited, which confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and ensured.

The accreditation also helps improve the fleet operator's performance in key areas such as environmental performance, safety and operational efficiency.

Galliford Try will also be operating under the Construction Logistics and Community Safety (CLOCS) standard. CLOCS applies best practice from several standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principle contractors and fleet operators. More information can be found on their website: <https://www.clocs.org.uk/>

This document is to be read in conjunction with Appendix 23. GC0043-MHS-Site logistics plan Rev 001.

2. Site Context

Meadow High School is situated in the London Borough of Hillingdon. It is placed in a highly populated residential area on both the North, South and the East sides, as well as Brunel University playing fields on the West boundary. The site is near Stockley Road, a high frequency main road acting as a trunk to the M4 at junction 4. There is also a nearby Overground station, West Drayton which is approximately 2.5 miles away.

3. Development Proposal

The construction of a new teaching block, sports hall, MUGA and refurbishment of existing school building including associated external hard and soft landscaping.

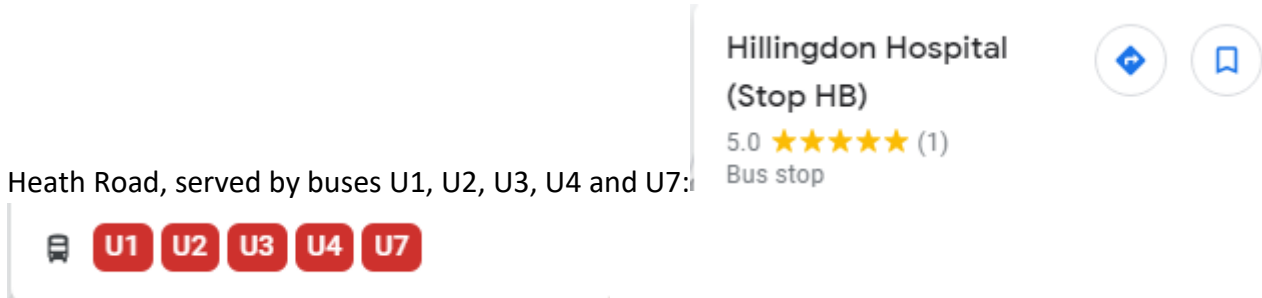
4. Local Access Including Highway, Public Transport, Cycling and Walking

Highways and Carriageways

The site is situated on Royal Lane with Pield Heath Road to the North and Stockley Road to the South. It is a narrow residential road with parking on both sides so vehicle sizes must be considered.

Bus Routes

There are reasonable public transport links with the nearest bus stop being an 8 min walk away on Pield



The U1 bus route also links to Uxbridge Tube Station – with the total journey only 20 mins via bus and foot.

Cycle paths and footpaths

There are no cycle paths to site, however there is footpaths on all roads leading to site.

5. Context, Considerations and Challenges

Policy Context

National Policy:

The Traffic Management Act (2004)

- The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries, Freight Transport Association (2006)

- Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Playing fields to West

Access to playing fields via the School is to remain unhindered throughout construction process.

Mosque to South

A good relationship is required with the Mosque to the South of site as construction may affect prayer meetings.

Public Relations

The CLOCS champion will be appointed to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. The TMP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a full log. A bi-monthly newsletter will deal with issues such as late works, site boundaries and hoardings, construction vehicle congestion and general community disruption.

Royal Lane

Royal Lane is narrow in parts South of site and as such vehicles must access site from the North. It would be down to GT to manage this access route. The information to hauliers notice that is appended to all orders states this requirement.

Protection to Trees on Site

Tree protection is in place for 3 large trees on the South Eastern boundary to protect them from vehicle movement.

Vehicle Limitations

No articulated lorries allowed on site. No deliveries to be off loaded on any road.

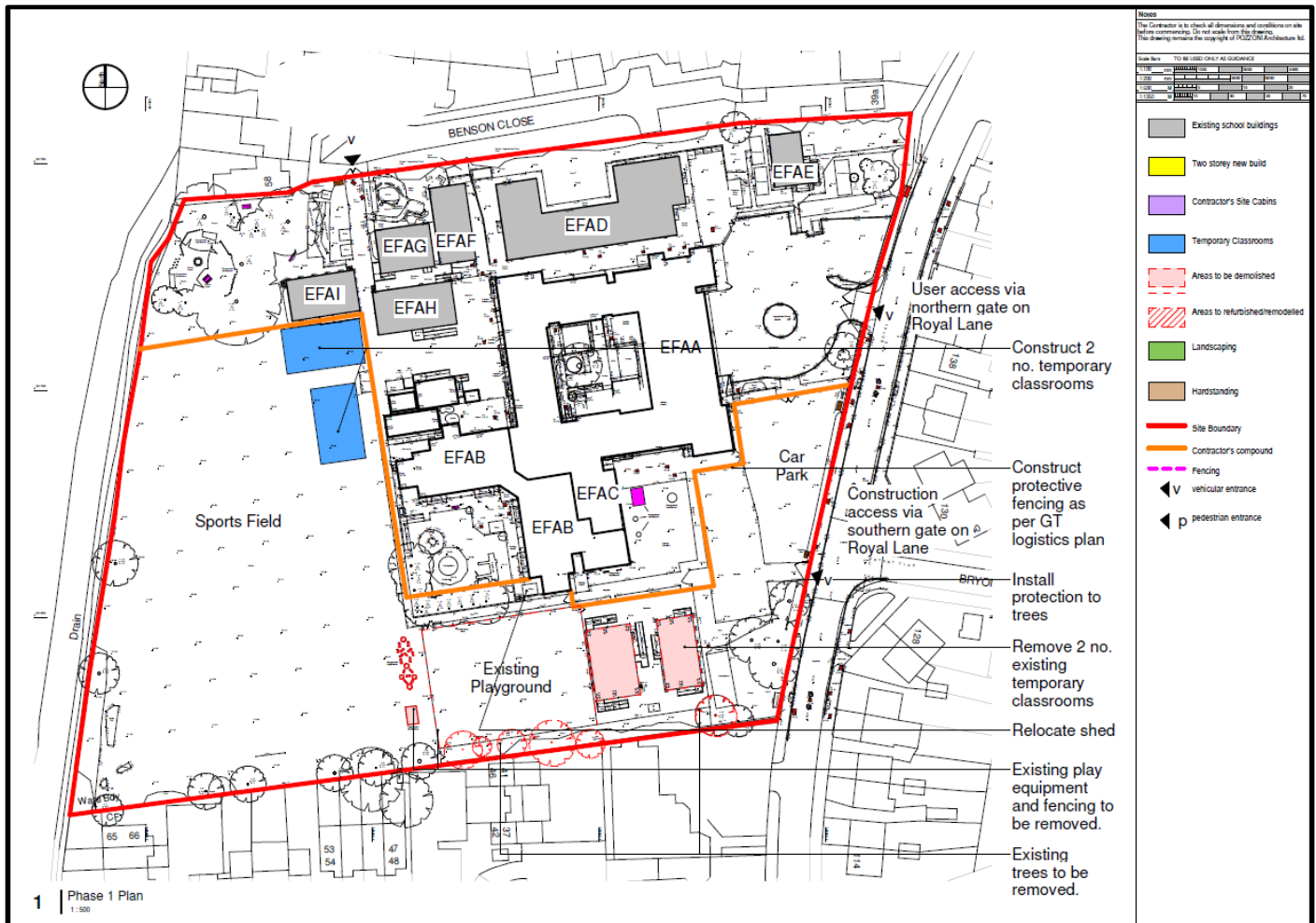
6. Construction Programme and Methodology

Construction is expected to last 104 weeks and is scheduled to start in October 2020. The project includes five phases as per the following dates.

Construction stages	Start Date	End Date
Enabling Works (phase 1)	20th July 2020	18th September 2020
Site Setup	5th October 2020	9th October 2020
Phase 2	5th October 2020	27th August 2021
Phase 3	26th July 2021	22nd November 2021
Phase 4	26th October 2021	1st February 2022
Phase 5	2nd February 2022	12th August 2022

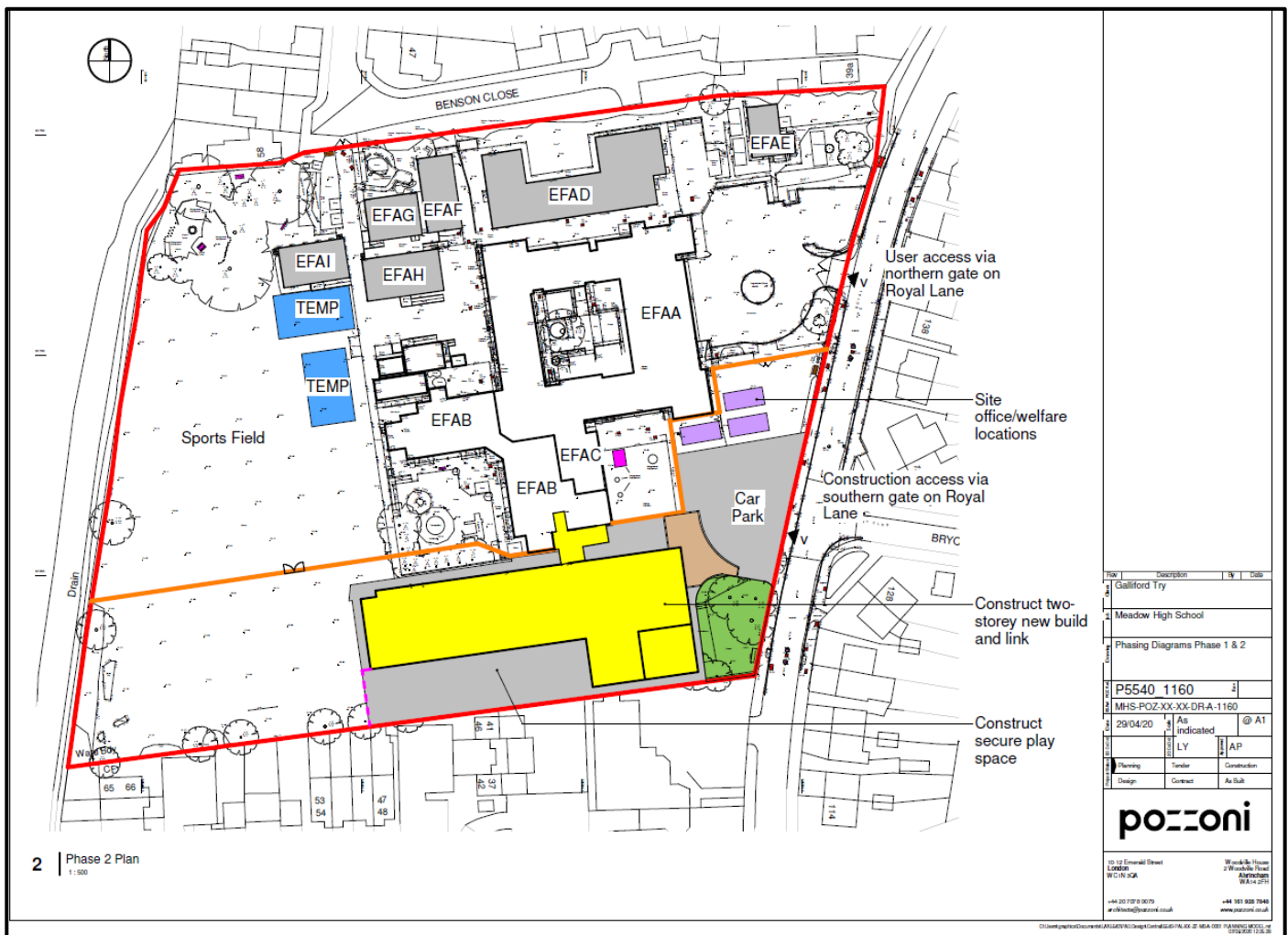
1. Phase 1 Demolition of the existing Temporary Classrooms and Install of 2 New – EFAS and EFAR

The first phase of works is the enabling works to allow the new build to go ahead. This involves the demolition of the existing temporary classrooms to the South of the school, and the install of two new ones in the North-East corner of the playing field. There is also the establishment of tree protection zones and service diversions required for the new build.



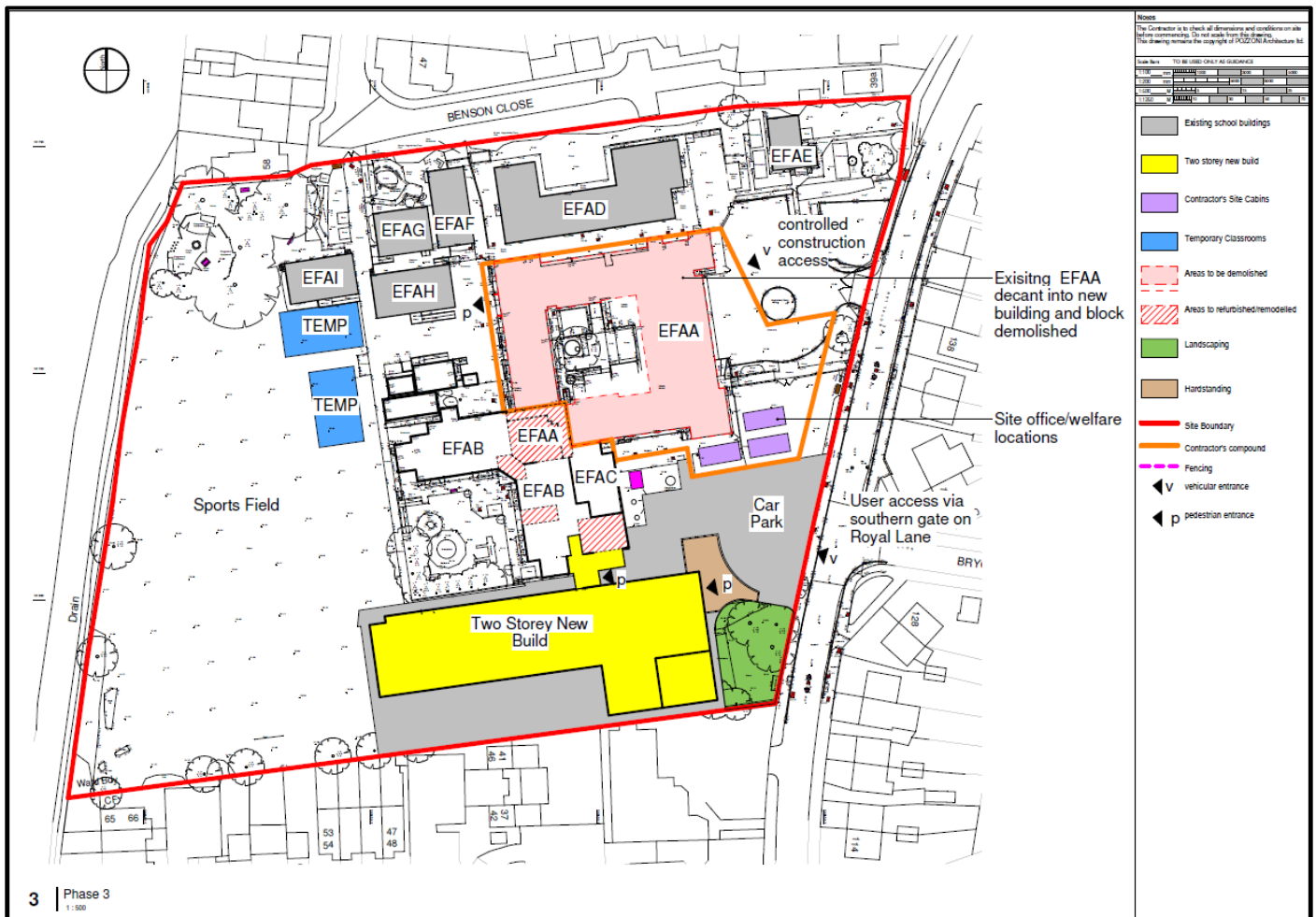
2. Phase 2 Construction of the new Meadow High School

The second phase is the build of the main new school building where the original temporary classrooms have been removed from. The build is a steel frame construction, with brickwork cladding connected back to an SFS system internally, and a 3 ply felt flat roof on a concrete deck. This phase also includes for the secure hard play area to the South, re-surfacing of the first section of the car park, and new permanent fencing and gates.



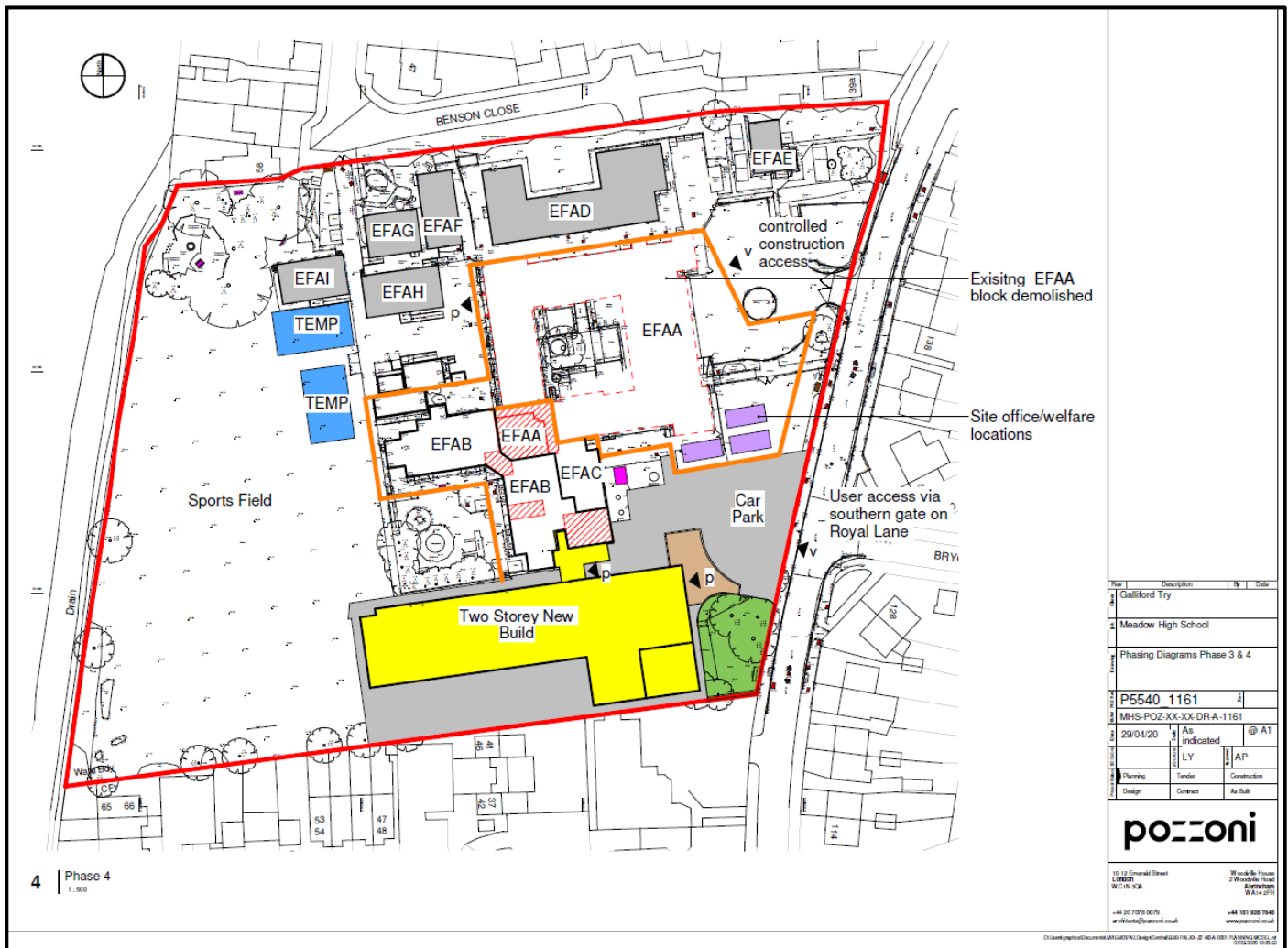
3. Phase 3 Asbestos Survey / Removal to Existing Blocks

This phase relates to the asbestos survey and then removal from the existing school areas now decanted into the new building.



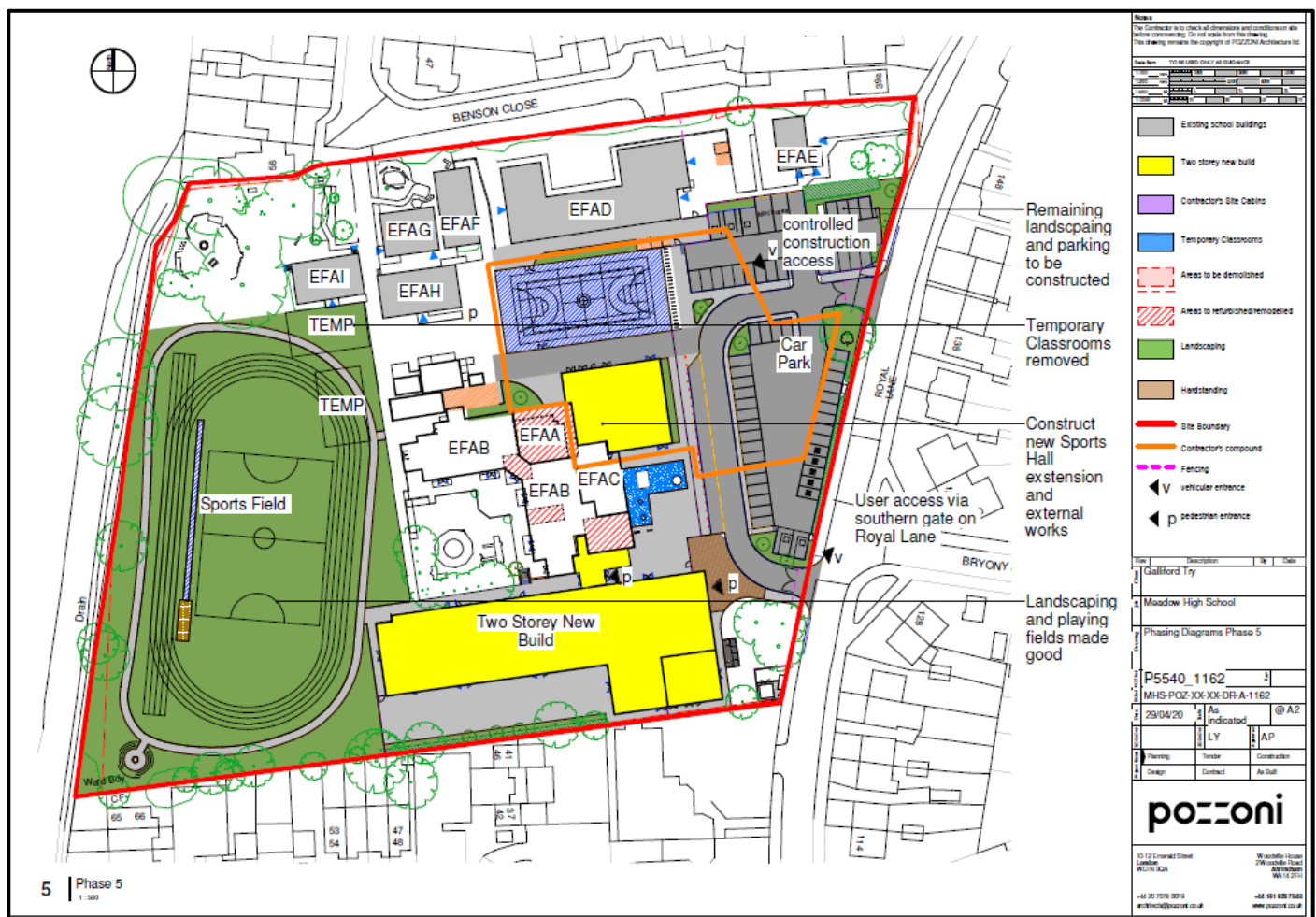
4. Phase 4 Refurbishment Works to Knuckle & Pulled-up Block & Demolition of EFAA

This relates to the refurbishment of blocks EFAA, EFAB and EFAC, and the demolition of the remainder of EFAA to create space for the new sports hall and external sports areas.



5. Phase 5 New Sports and Changing Facilities Building & Removal of Temporary Classrooms and Made Good Playing Field

The final phase is the construction of the new Sports Hall where the EFAA has been demolished. Again this is a steel frame structure, with a mix of render and brickwork to the external elevations, and a 3 ply felt flat roof on a concrete deck. Externally there is a MUGA adjacent to the sports hall, and then the removal of the temporary classrooms and the making good of the existing playing fields.



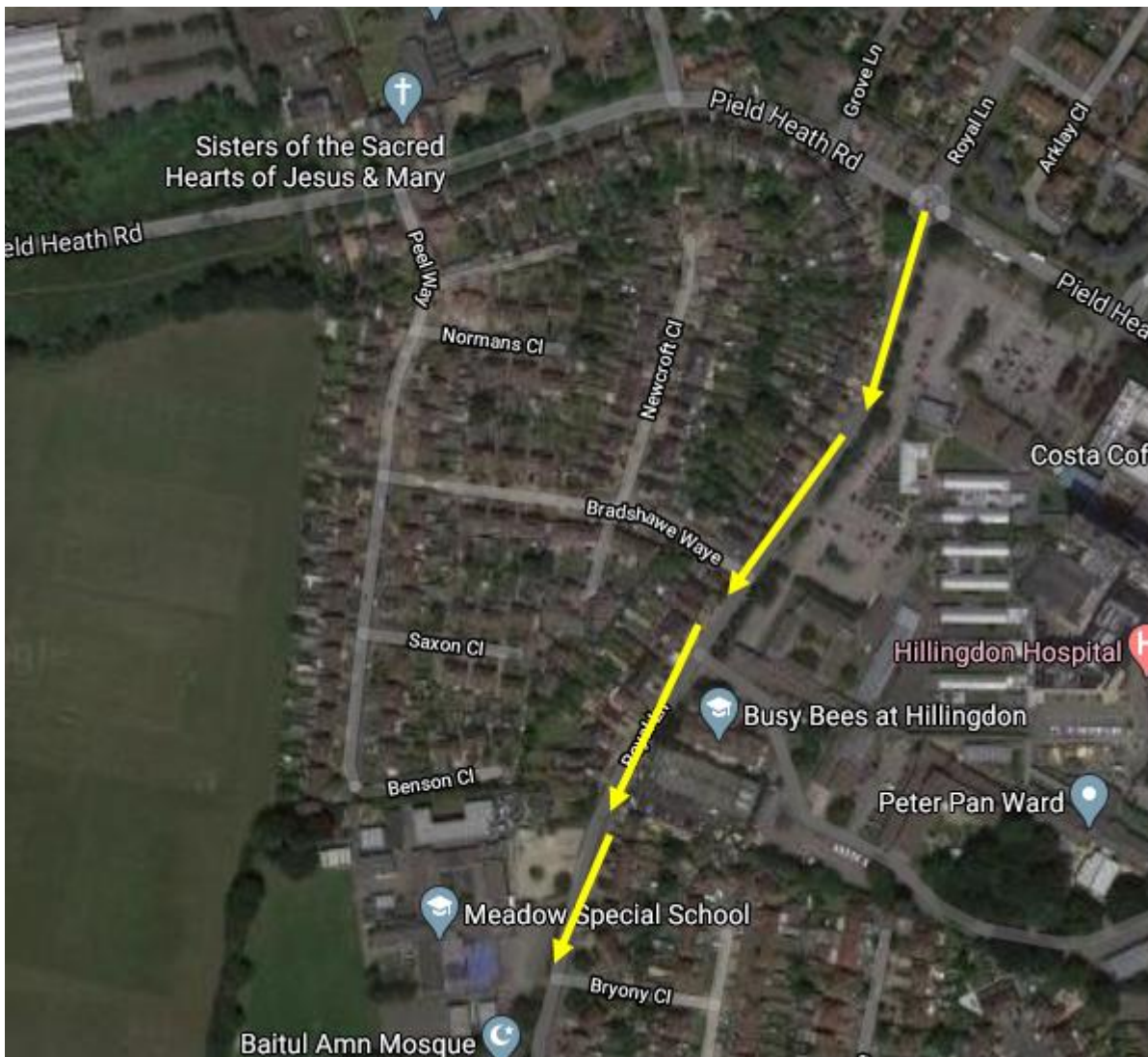
7. Estimated vehicle movements

The below is an estimate of vehicles movements to site and type of vehicles

Weeks	No. of movements	Vehicle types
1 - 3	30	Crane, muck away, delivery lorries, plant deliveries.
4 - 6	25	Small vans for fit out items.
7 - 9	20	Plant delivery, demolition waste removal.
10-16	125	Muck away, concrete, sundry deliveries, plant deliveries.
17-19	20	Steel frame deliveries, pre cast stair deliveries, metal decking deliveries, plant deliveries.
20-25	140	Concrete deliveries, rebar deliveries, plant deliveries, scaffold deliveries.
26-34	270	Brickwork, cladding, mortar and roofing materials deliveries.
35-51	500	Internal fit out material deliveries.
52-57	100	Landscaping materials deliveries, concrete deliveries, muck away.
58-66	15	Asbestos removal unit delivery, Small waste skips.
66-81	80	Plant deliveries, demolition waste removal, concrete deliveries, internal refurb material deliveries.
82-86	125	Muck away, concrete deliveries, rebar deliveries, plant deliveries, sundry deliveries.
87-88	15	Steel frame deliveries, metal decking deliveries, plant deliveries.
90-92	90	Concrete deliveries, rebar deliveries, plant deliveries, scaffold deliveries.
93-98	140	Brickwork, cladding, mortar and roofing materials deliveries.
99-103	200	Internal fit out material deliveries.
104-109	100	Landscaping materials deliveries, concrete deliveries, muck away, temporary classroom removal.
TOTAL	1995	Total estimated vehicles movements across project

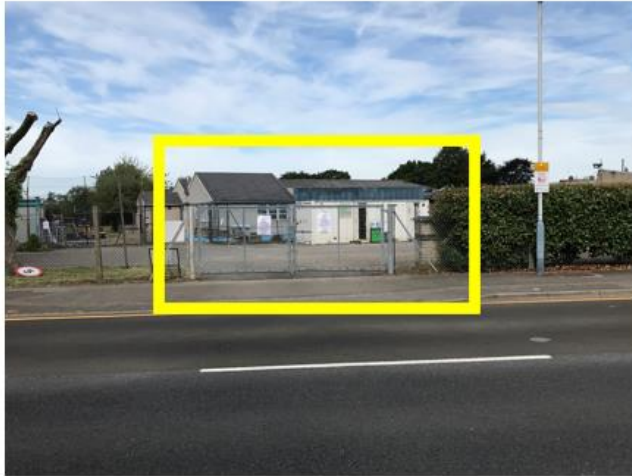
8. Route to site

Route to and from site will be via Royal Lane from a Northerly direction to avoid entering narrow roads coming from Pield Heath Road.



The site entrance for the various phases is displayed below.

Access/Egress during Phases 1 & 2



Access/Egress during Phases 3-5



These are both accessed via Royal Lane only.

Leaving Site;

All vehicles to leave site the same route as arriving.

All hauliers and contractors will be issued a copy of this document and instructed to keep to the route identified.

The Gateman/Traffic Marshal at the site entrance will reinforce the message of leaving site using the designated route.

Car Parking

Parking on site will be limited and will require booking in advance to avoid congestion.

No contractors vehicles will permitted to park on nearby streets.

Strategies to Reduce Impacts

The following measures have been put in place to help achieve the goals of the TMP.

- Adherence to designated routes
- Strict delivery timetable with pre booking of deliveries
- Phone ahead strategy in place to ensure that the site is clear of other delivery vehicles before being overloaded
- Trained dedicated Traffic Marshalls on each gate.
- Conform to the CLOCS protocols
- Insist on FORS Silver Standard registered delivery vehicles

- All HGVs arriving on site must use Class VI mirrors
- Delivery times restricted around school starting and ending times

Adherence to designated routes

The access routes have been reviewed with respect to potential impacts, conflicts and hazards.

A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take.

Route

Use of dedicated Traffic Marshal on the gate will assist with meeting the requirements of the Traffic management plan.

When it is safe to do so he can signal to the delivery vehicle to egress site with clear sight lines there would be in both directions of Royal Lane and the pedestrian walkways either side of the road.

Strict Delivery Timetable

All supply chain members must notify site by the Friday of any deliveries the following week and their time of arrival. This is so deliveries can be scheduled to not arrive at the same time as site is restricted and there is no waiting on surrounding roads. It is anticipated that we would use an online booking system to formalise this process.

Phone Ahead Strategy

We will also provide the traffic marshals with a mobile phone, so that delivery vehicles can call ahead to ensure that the site is clear for arrival.

Trained Traffic Marshals

Dedicated Traffic Marshals will be employed and stationed at the Gate throughout the working day. They will hold all the necessary accreditations and would be fully trained in banking vehicles. They will be supplied with a mobile phone and two-way radio so that contact can be made with the delivery vehicles and the site team.

CLOCS and FORS

The site will register with CLOCS and therefore ensure that delivery vehicles are FORS registered, ensuring the highest professional delivery standards are complied with on the Project. All contractors/suppliers will be issued with this traffic plan to ensure compliance. All vehicles will be of the silver standard and include class VI mirrors.

Restricted delivery times

Liaison with the school will ensure that deliveries are restricted on school opening and closing times to help the local road network cope with the weight of traffic.

No deliveries to take place;

Before 0800

Between 0830 and 0930

Between 1430 and 1530

After 1800

This requirement can be relaxed during school holidays with liaison with the having taken place.

Community Notice Board/Newsletter

A notice board will be located next to the site entrance. A section of the monthly newsletter will highlight main deliveries to site. This will be distributed as below.

Meadow High School Galliford Try Newsletter Map



Bryony Close – 37 Houses.

Royal Lane – 46 Properties including Nursery, Ambulance Station, Mosque and Community Centre

Bradshawe Wave – 23 Houses.

Peel Way – 30 Houses.

Benson Close – 6 Houses.

Clarks Drive – 52 Houses..

194 Total

Royal Lane Residents Communication

Royal Lane residents will be key to maintaining this logistics plan. Constant communication by the Galliford Try site team and the residents will be critical. Early notice, by the form of newsletters will be posted to the residents to identify when certain stages of works will commence.

9. Implementing, monitoring and updating

The TMP will be constantly monitored and updated to suit any changing circumstances. All vehicles will be logged collecting information of travel distances and size of engine. This will aid in providing CO² figures on a monthly basis.

Galliford Try will work with their trade and supply partners to reduce the amount of deliveries to site to ensure efficiency and have a reduced impact on the surrounding road networks.

10. Out of hours contact

Throughout the project an out of hours contact will be in place. For this project it will be Project Manager John Pickering who is available 24/7 on 07894968654. John's contact details have already been circulated to local residents by way of a newsletter and will be published on our community notice board at the site entrance.

11. Noise and vibration

Galliford Try will endeavour to minimise noise and vibration disturbance throughout the project by employing appropriate measures during the different stages of project delivery. Galliford Try will create Local Impact & Nuisance Management Plans for some of the sub-contract packages to tailor measures specific to each element of work and will use guidance from BS 5228 'Noise Control on Construction and Demolition Sites' as the best practice guideline. Some of the control measures which we will utilise on this project include;

- Tool Box Talks In accordance with BS5228 will be provided to operatives on noise and vibration to ensure the whole workforce is aware of best practice for reducing noise and vibration.
- Within task specific method statements, noise advisory levels and noise action levels will be identified to ensure safe control over the works.
- Plant and equipment will be powered down when not in use to avoid unnecessary noise and vibration.
- All plant and equipment will be properly maintained in accordance with manufacturer's instructions.
- Monitoring equipment will be used in accordance with BS-7580-2 1997 type 2 specification.

12. Air quality

Construction operations can have a detrimental impact on air quality when not managed properly. Given the construction site is located next to the existing school where children will be playing outdoors and public housing nearby. It is of additional importance to ensure that air pollution is kept to a minimum. Specific control measures to reduce pollution will be detailed in the Local Impact & Nuisance Management Plans outlined in section 11. The following measures will be used to minimise the impacts of construction work;

- When possible materials will be ordered so as they do not require cutting on site to eliminate the need for cutting operations, this is particularly important due to limited space available on site
- Cutting activities will always be damped down with water
- No burning of materials or bonfires will be permitted on the site at any time
- All non road mobile machinery (NRMM) to be compliant to NRMM stage IIIB. This includes excavators, cranes, dumpers, rollers, generators, etc...
- All loads entering and leaving site will be covered
- Any temporary site roads stoned up areas will be damped down during dry periods to prevent dust from spreading
- The requirements for dust suppression generally will be monitored daily and called in as and when required
- Demolition works will always be damped down to minimise dust

13. Local nuisance

The Construction Liaison Representative for the project shall be John Pickering.

The project shall be registered with the Considerate Constructors Scheme and measures will be implemented to reduce all elements of nuisance caused by the construction of the works.

Contact details for the public to use to make any complaints or query regarding the project shall be posted on the fencing for the work areas. Galliford Try will also supply a number of update notice boards and online systems to enable people to comment via the internet. The Construction Liaison Rep will feed any comments/complaints back to the relevant individuals within the school and council upon receipt. Letter drops will also be undertaken in advance of works starting, with periodic updates on progress with information on any aspect of the project which may impact the local residents.

To reduce the visual impact of construction activities from public areas, a solid timber hoarding shall be installed to screen off the construction activities for the build elements of the project. The hoarding will be kept in good condition and the verges will be kept tidy and where appropriate landscaped. Heras fencing will be used during the initial install of the temporary classrooms to the North West of the school field.

Wheel washing facilities will be provided on site as necessary during relevant periods of the project to ensure that no debris is carried onto the local highways. Road-sweepers will also be available on call in the event of any accidental debris spill on to the road.

Very limited parking will be available on site during the initial construction phases, but as the frame develops and space becomes less available on site, there will be no Parking available within the site area, or on the school grounds.

Sub-contractors will be encouraged to use public transport, and shared car & van usage, and avoid the nearby residential areas.