

Construction Traffic Management Plan

Doc. Ref: St. Modwen Homes/Uxbridge The Dice/CTMP PV1.2

Project: St. Andrew's Park_ The Dice development comprises 101 Apartment and associated parking, landscaping and infrastructure between Grays Road and the Park.

PLANNING PERMISSION REF.# :585/APP/848

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Construction Traffic Management Plan Revision Sheet Record of Amendments

Version No	Date	Brief description of Amendment
1.0	01.06.18	Preliminary issue
2.0	14.06.18	For issue to Hillingdon Council
3.0	06.09.18	Update_Highlighted in RED ○ FORS & CLOCS certification attached. ○ General update on the traffic management

Note : This is a live document, to be reviewed every 4 months and will be updated as and when any changes occurred

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1.0 Project Summary

1.01 Introduction and Purpose

The attached document is herewith submitted to address the Traffic Management Plan in relation to the haul road interface with St. Andrew's Road.

St. Modwen Homes will comply with Regulation 27 (Traffic Routes) and Regulation 28 (Vehicles) of CDM 2015, by providing a construction traffic management plan which will be displayed in the site office, welfare facilities and included in briefing sessions.

The traffic management plans deals with the following key issues:

- Site Location.
- Brief description.
- Key dates.
- Route of construction Vehicles.
- Site access.
- Vehicles accessing the site per day/week.
- Vehicle call up procedure.
- Impact on High way users.
- Management approach.

The purpose of this document is to set the way the traffic will be managed on the haul road intersection with St. Andrew Road to insure that the traffic is managed in a safe way with the least manageable impact on the users of the St. Andrews Road.

St. Modwen Homes is making adherence to the Traffic Management Plan a contractual requirement of any construction contract associated with the Uxbridge project. It is to cover the management of a contractor's activities and those of any sub- contractor working under the main contractor's control. The TMP defines the minimum requirements that have to be met.

All works conducted on this site will be carried out in accordance with St. Modwen Homes Safety, Health and Environmental Management System and the Company Environmental Policy (Appendix 1).

1.02 Planning and Conditions

This document has been drawn up to supplement other documents submitted to discharge the following planning conditions of the Outlined Planning Permission (Ref: 585/APP/2015/84) in relation to the Dice scheme, in particular Planning Conditions 51.

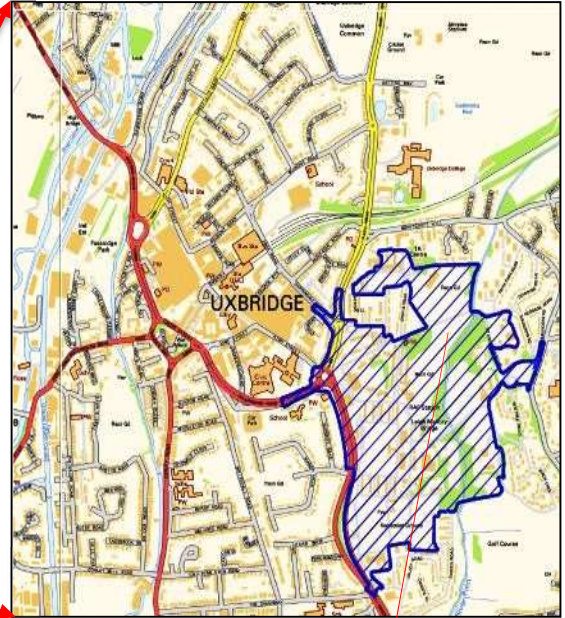
Planning Condition 51 states:

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, a construction logistics plan for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The construction logistics plan shall include measures to minimise the impact of construction of the relevant phase or relevant component of the full planning element on the strategic highway network in accordance with the London Freight Plan and shall include, but is not be limited to measures such as consolidated deliveries, off site prefabrication and the use of recycled materials on site and avoiding peak periods.

For each relevant phase or relevant component of the full planning element, the provisions of the construction logistics plan shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

1.03 Project Outline and Location

The site address is the former RAF base, at Uxbridge, Hillingdon, Uxbridge, UB10 0AD. Reference 51° 32' 31.96" N, 0° 28' 20.51" W, see Image 1. It is located to the west [Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.] of central London and approximately 3.2 km from the A40/M40.

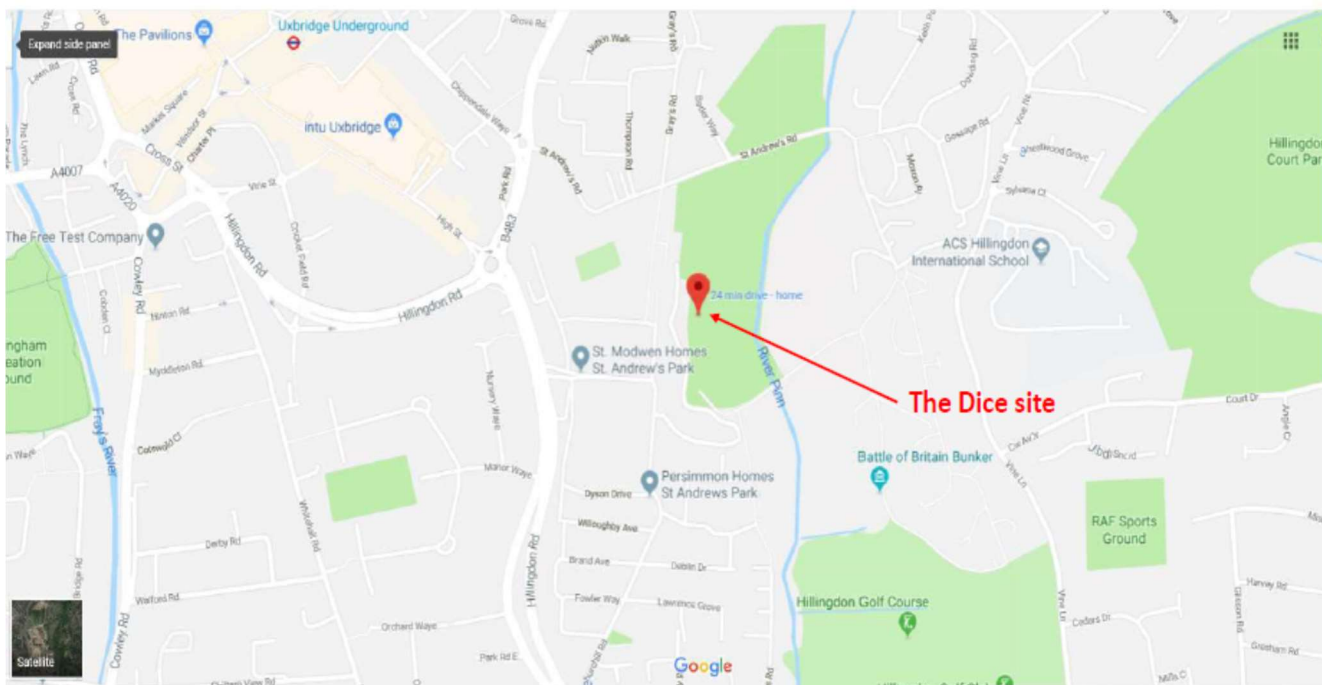


The works involve the construction of 7 blocks with a total number of 101 apartment and 109 parking; 86 in the basement and 23 on street level.

1.04 Site Description

Current Site

The proposed area of work is the site of previous buildings which were demolished as part of previous works, the site was then subject to various earthworks in preparation of the future development.



1.05 Timetable for implementations:

St. Modwen Homes will start this phase of works in July 2018.

The connection to St. Andrews Road is planned for 12 Month period and will be subject to agreement with Hillingdon Council. Any further extension will be subject to agreement with Hillingdon Council.

SMH will carry a survey of existing condition and reinstate the area at the end of the agreed license period.

1.06 Site Working Hours

The following working hours, as informed by the Planning Conditions will be adhered to at all times.

Working Hours	
Monday – Friday	Staff: 07:30 – 18.00 Deliveries: 08:00- 18:00 (Via Hillingdon Road) NO exit via St. Andrew's Road between 8:00-8:30 & 14:30-16:00
Saturday	Staff: 08.00 – 14.00 Deliveries: 08:00-14:00
Sundays, Bank Holidays & Public Holidays	No Works

2.0 Construction Management

2.01 Dealing with Regulatory Agencies

The following table sets out the Regulators likely to be involved with the traffic management in the project and their responsibility: -

Regulator	Responsibility
London Borough of Hillingdon	Noise, Air Quality, Traffic, Nuisance
London Borough of Hillingdon	Local traffic management
London Borough of Hillingdon	Tree Preservation orders
Health and Safety Executive	Health and Safety Issues

All St. Modwen Homes operatives will follow the guidelines listed here to help ensure efficient and effective management of environmental issues.

- 🔗 Plan ahead, try to avoid problems and give regulators advance warning of potential problems;
- 🔗 Give regulators the time needed to process any enquiries;
- 🔗 Display the relevant emergency number for the regulatory agencies. Include in the Construction Safety, Health and Environmental Management Plan and put on the site notice board;
- 🔗 Ensure that all site personnel know the correct procedures for reporting incidents – they should let the site manager know before contacting the regulatory agencies;
- 🔗 Notify through the Site manager the Environment Agency and the Local Authority of any significant uncontrolled contaminating spillages and/or issues.

2.02 Management Responsibilities

Management responsibilities for company personnel are set out in the Company's responsibilities section of St. Modwen Homes Safety, Health and Environmental Management System – Policies section.

The St. Modwen Homes Site Manager has principal 'duty of care' responsibility for the management of environmental issues throughout the project.

The Project Manager for this project shall be:

Mark Leahy

Mobile: 07970104144 **Email:** MLeahy@stmodwen.co.uk

The Site Manager will delegate certain responsibilities for the day-to-day management to members of his site team. These responsibilities will include auditing environmental practice on site, liaising with regulatory authorities and monitoring contractors.

The SHE Advisor for this project shall be:

Ayo Menns

Mobile: 07966202768 **Email:** AMenns@stmodwen.co.uk

St. Modwen Homes safety, health & environmental advisors will make regular unannounced visits to site to check health and safety performance and will include environmental issues, their inspection regime and reporting.

Site engineers and site foremen are usually in the best position to put the project environmental plan into practice and as such the Site Manager will ensure that engineers and foremen understand the environmental obligations and the practical measures needed to comply with them.

The Site Manager will record all emergency incidents and make them subject to the procedure for non-conformance, corrective and preventive action, and review contract specific emergency procedures at stages of the contract to ensure that changing circumstances are catered for.

2.03 Management of Contractors

The Site Manager will ensure that all contractors employed by St. Modwen Homes understand their obligations towards the

Traffic management and meet them all.

2.04 Raising Awareness

Raising awareness amongst all staff, operatives and contractors will be achieved through the induction process and a series of toolbox talks which will be held at regular intervals corresponding with the stage of the development. The toolbox talks will be based on the text included in the Construction Confederation Tool Box Talks and will include the following all site management topic including:

- Site health & safety rules.
- Traffic management awareness.
- Operating heavy equipment on site.
- Site delivery rules.
- Compliance to applicable standards: FORS & CLOCS

All operatives will have attended the Construction Skills Certification Scheme (CSCS) which includes environmental issues in the training books and test.

Haulage companies will have the necessary certification; FORS & CLOCS (refer attached copies)

2.05 Liaising with Neighbours

At the start of the contract, the interests of the site 'neighbours' will be carefully considered. St Modwen Homes will hold meetings to ensure that the construction work programme and Environmental Policy are explained. Any likely nuisances to 'neighbours' will be clearly stated together with the measures taken to minimise disturbance and impacts.

Dependent upon local needs, these meetings will be repeated to continue monitoring of the effectiveness of mitigation measures and to advise of any changes to the programme.

All work will be carried out in such a manner as to cause as little inconvenience as possible to adjoining owners/residents and the general public. St. Modwen Homes will notify all residents in the immediate vicinity of the site of the proposed works and will update them throughout the project should it be deemed necessary, e.g. if there are particularly noisy works such as piling to take place. St. Modwen Homes shall also liaise with the local school and where necessary provide information to educate the children on the dangers of construction sites.

St. Modwen Homes will liaise with local commercial residents and schools to ensure that our activities do not impinge on external activities and that hazards relating to unauthorised site access are communicated to those parties who may be affected.

St. Modwen Homes recognises that a key concern for the local community of Uxbridge and the surrounding areas will be any disturbances caused by traffic. Therefore the implementation of the traffic management plan will address the following key issues:

- 👉 Minimise the generation of traffic;
- 👉 Use agreed routes avoiding built up areas and having the least impact on road infrastructure in the area;
- 👉 Safely manage pedestrians;
- 👉 Endeavour to ensure that materials delivered by road travel as short a distance as possible;
- 👉 Insure roads are kept clean- wheel wash provided with site
- 👉 We will liaise with the local population to ensure that our proposed access to the site has a limited impact and we will programme our works accordingly.

Fuel consumption will be minimised by using local materials and sub-contractors. St Modwen Homes will have strategies in place to reduce both noise and dust emissions during the construction processes.



3.0 Site Operations

3.01 Site Management and Control

The Project Manager will have ultimate responsibility to ensure that all environmental responsibilities have been defined and that site personnel understand the set standard as per the construction traffic management plan. **The Construction Traffic management Plan will be incorporated issued formally to all contractors for compliance.**

3.02 Considerate Constructors & Applicable Standards: FORS & CLOCS

St Modwen Homes will apply to the *Considerate Constructors Scheme* in relation to this project, and will work to the principles of the scheme laid out below:

Considerate: All work will be carried out with positive consideration to the needs of traders and businesses, site personnel and visitors, and the general public. Special attention is to be given to the needs of those with sight, hearing and mobility difficulties.

Environment: Noise from construction operations and all other sources will be kept to a minimum at all times. Efforts will be made to select and use local resources wherever possible. Attention will be paid to waste management and the avoidance of pollution. Recycling and the use of recycled materials are encouraged.

Cleanliness: The working site will be kept clean and in good order at all times. Safety barriers, lights and warning signs will be maintained in a clean and safe condition. Surplus materials and rubbish will not be allowed to accumulate on the site or spill over into the surroundings. Dirt and dust from construction operations will be kept to a minimum.

Good Neighbours: General information regarding the Scheme will be provided for all neighbours affected by the work. Full and regular communication with neighbours, including adjacent traders and businesses, regarding programming and site activities will be maintained from pre-start to completion.

Respectful: Respectable and safe standards of dress will be maintained at all times. Lewd or derogatory behaviour and language will not be tolerated under threat of severe disciplinary action. Pride in the management and appearance of the site and the surrounding environment will be shown at all times. Operatives will be instructed in dealing with the general public.

Safe: Construction operations and site vehicle movements will be carried out with care and consideration for the safety of site personnel, visitors and the general public. No building activity will be a security risk to others.

Responsible: Ensure that everyone associated with the site understands implements and complies with this code.

Accountable: The Considerate Constructors poster is to be displayed where clearly visible to the general public. A site's contact details will be obvious to anyone affected by its activities.

The site haulage will be delivered in compliance with FORS & CLOCS standard-s see copy of haulage companies certification attached.

3.03 Health and Safety Management

St. Modwen Homes will ensure there are clear responsibilities, and those responsibilities are known by all, and effective arrangements are in place for the management of health and safety, through the Construction Phase Health and Safety Plan, which will be in place prior to any work being undertaken on site.

3.04 Good housekeeping

Good housekeeping is an important part of good environmental practices and it helps everyone to maintain a safe and efficient site. The site will be tidy, secure and have clear access routes that are well signposted.

Detailed house keeping measures are included on our logistics and environmental plan.

The site banksman will inspect all car before leaving the site to insure that no mud/ detritus originating from the site is not deposited on the public highway.

Wheel wash facility will be provided within the site before existing the site boundary to insure car wheel are washed down when necessary. The site banks man will inspect all vehicles before leaving the site. The roads will be swept on daily basis during ground works muck away operation or alternatively 3 times a week (Monday PM, Wed. PM and Friday PM) if no muck away work is carried.

3.06 Managing Deliveries & un- loading

There will be a requirement for deliveries throughout the construction phase. There will also be the need for the removal of materials and waste from the site, this will be managed in a “just in time” basis as to minimize the likelihood of congestion.

Deliveries will be booked 24 hours ahead. All deliveries will be managed by Qualified Traffic Marshall. The maximum number of deliveries is estimated at 80 load Max per day during the ground works (from Mid Sept 18 – Mid April 18).The number of deliveries will reduce significantly during the remaining of the job.

SMH will be appointing a certified haulage company that is be accredited to FORS & CLOCS standards to insure compliance to the Traffic Management Plan and application of high standards,

Site delivery time will be restricted to 08:00AM- 18:00 PM (Mon.-Fri) and 08:00- 13:00 (Sat.) and no deliveries on Sunday or bank holidays.

No deliveries exit via St. Andrew's Road is allowed 8:00-9:30 & 14:30-16:00.

Any delivery outside the set protocol will be asked to leave the site location.

Any overflow of deliveries will be hold on site along the whole Road which will accommodate 5-6 Lorries.

A letter instructing all delivery companies of the constraint will be attached to all orders by the Quantity Surveyor. If delivery companies knowingly break this constraint, a warning letter will be issued. If this is repeated the offending company will be removed from our supplier list and not used again.

Contractors will ensure that material suppliers will select applicable delivery vehicles which will enter the site as long as the delivery can be received and offloaded in a safe and proper manor.

SMH will set up a site delivery diary to manage the number of deliveries on site. Each delivery will be allocated a specific time slot to suit delivered material on site.

The site delivery unloading will be managed by a qualified traffic marshall / banksman reporting to the project manager. The site supervisor will coordinate with the site manager for the daily schedule of deliveries.

The unloading / storage of any delivered material will be managed by the banksman and storage will be made to a designated storage on site. Due to the various other works expected to be on site during or works, it will be ensured that clear signage is displayed throughout the site to direct deliveries to our site. Drivers when reaching the construction site will be instructed to stop and report to the site office before entering the site by signage local to the site entrance gates, which will commonly be kept shut. Drivers will be directed to the offload area by use of traffic signage. Under the supervision of the contractor the delivery vehicle will be directed to the contractor's designated offloading/storage area. The offloading of delivery vehicles will be carried out by each contractor for their materials.

To reduce the hazards caused by air borne dust, vehicles carrying loose aggregate and workings, will be sheeted if required. Stockpiles of soils and materials will be located as far as possible from sensitive properties, taking account of prevailing winds.

The surface areas of stockpiles will be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce the area of surfaces exposed to wind pick-up.

The unloading/loading area will be pedestrian free due to the amount of reversing during the unloading/loading of vehicles. All audible and visual devises will be used on plant undertaking loading/unloading i.e. reversing alarm and flashing beacon. Personnel working in the storage area will wear high visibility clothing at all times.

Where reversing operations are required vehicles will be restricted from such operation unless managed by a banksman, each contractor will supply a trained and competent banksman to oversee their operations.

It is not thought that any abnormal loads will be used on this project. Where possible, deliveries will be broken down in size, so that smaller deliver vehicles are used. If abnormal loads are delivered to site the local constabulary will be contacted. All recommendations from the police will be adhered to.

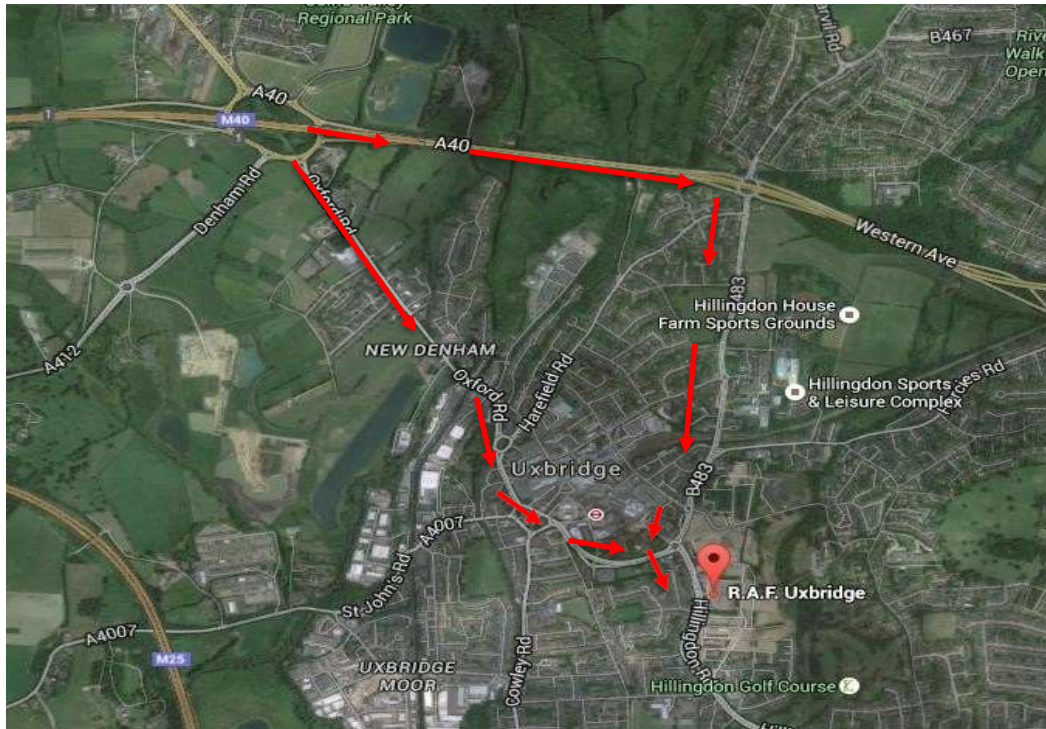
Should any situation of duplicate delivery arise, the site manager will instruct to send out any un booked delivery or if there is a situation of overlap delivery the vehicle can be kept within a holding point within the site.

4.0 Traffic Management

4.01 Site access

Access to the site is via Hillingdon Road, located on the western site boundary. Large construction vehicles will access via either Park Road (dual carriageway) or alternatively via Oxford Road (single carriageway) from Junction 1 of the M40 to the north, and from Junction 4 of the M4 to the south via Harlington Road. The site is bounded to the west by Park Road running into Hillingdon Road, to the south by Dawes Road running into and across the northern edge of Hillingdon Golf Course, to the north by Honeycroft Hill and bounded in the east by the River Pinn into Saunders Road, St. Andrews Road and Yew Tree Road.

No construction access will be permitted via the Greenway/Hillingdon Hill junction. Construction vehicle traffic will not be permitted to access the site from Vine Lane or via the newly constructed school access.



Surrounding Roads

Due to the location, roads, footpaths and all accesses will be kept clear of debris and free of mud at all times. It is anticipated that the works will involve some deliveries or removal of materials, as such the Principal Contractor is to make provision wheel washing facilities, should they be requested by the Client, and participate in the site wide road sweeping to ensure no detritus is taken on to the public highway.

St. Andrews Road is used as an access route to the John Locke Academy and the residential areas to the East. Access is restricted to this area by a card controlled road barrier and is to be used only by residents of the area.

There are two vehicle bridges located within the site, crossing the River Pinn, however it is not anticipated that there will be a requirement for crossing these bridges. The two bridges both have weight restrictions imposed.

The specific weight restrictions are as follows:

Leigh Mallory Bridge – 40t;

St Andrews Bridge – 7.5t.

The Principal Contractor will ensure that their activities do not impede access to local residents.



Site Exit @ St.
Andrew's Rd

Site Entrance/
Exit @
Hillingdon Rd

4.03 Traffic Management to and from the site

4.03.01 Site Entry and Exit:

The site entry point the site from Hillington Road via Churchill road thru to the site.

Exist from site will be via Churchill Road back to Hillingdon Road and an alternate exist is provided via St. Andrew's Road during the specified timing (ne exit 8:00-9:30 or 14:00-15:30). Refer to the site entrance and site exit as plan (sketch 1).

The site deliveries will be made in accordance with the stated delivery time.

The site entry from Hillington is capable of receiving the required deliveries.

The site exit at St. Andrew's Road is proposed as per below sketches . This will be subject to agreement with the council.

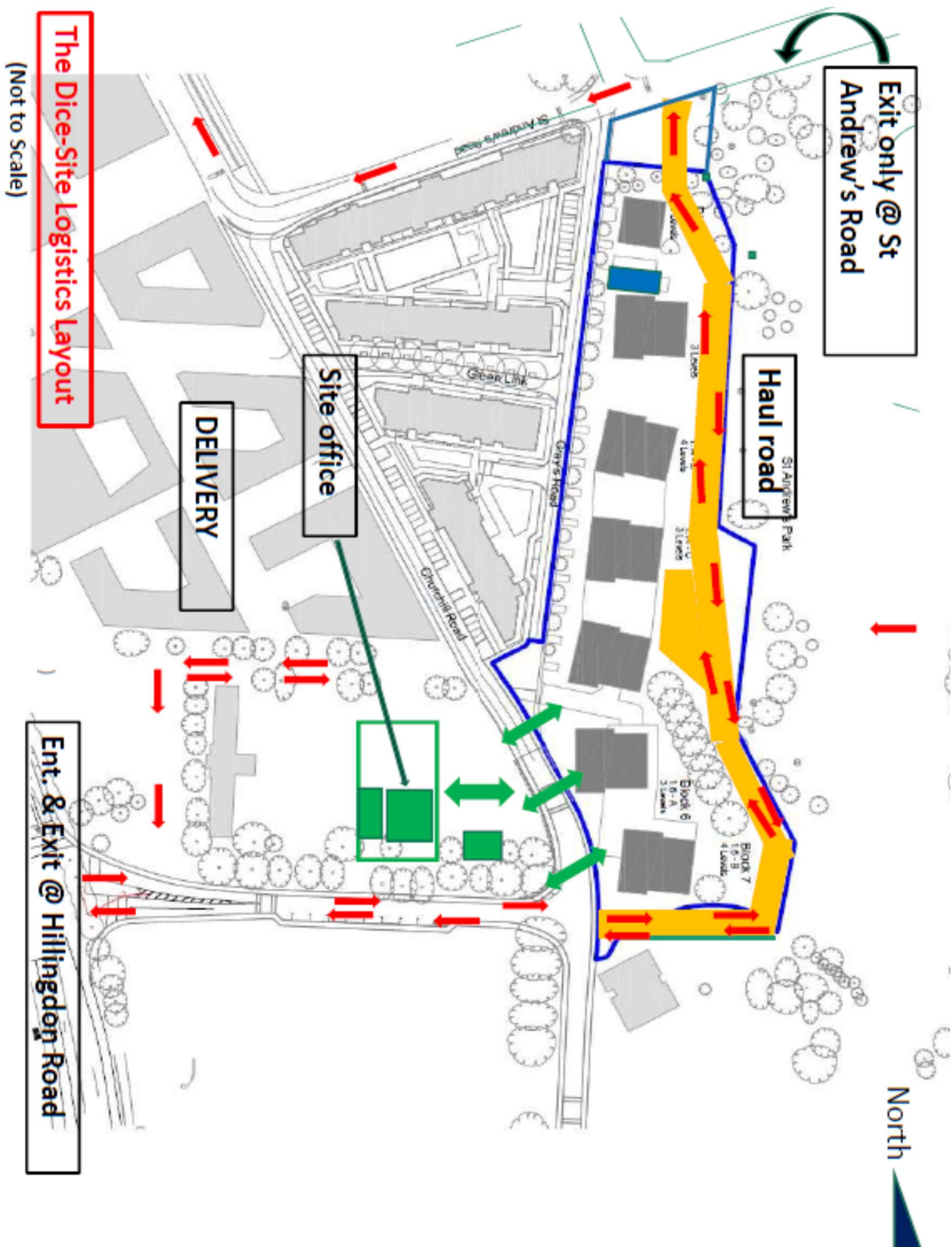
Once the approval is received from the council, SMH will liaise with the Highways to complete the work done using an approved contractor by the council highways.

The site will be gated at both entry and exit side. The gate will be man managed for any deliveries arriving or leaving the site during the approved timing.

The site entry/exit is designed to suit FTA Articulated Vehicle 1999.

Site rules prohibits driving any private car thru the site.

The site will be signed with sufficient signs to direct drivers and prohibit unloading on the haul road.



4.03.02 Impact on other high way users:

Following the receipt of the agreement from the council, a detailed survey will be carried to document the existing condition of the road and the road shoulder to the face of the fence to document the current condition.

We will liaise with the council highways to appoint a qualified subcontractor to carry out the work.

We will provide thick heavy protection plates at the width of the road pavement to insure any services is protected.

We will mark a pedestrian crossing at the haul intersection with St. Andrew's road to identify the area for pedestrian walking along the pavement with drop curb both sides.

Appropriate road signs will be incorporated, from the road side (see sketch # 2 & 3):

- No Entry.
- No stopping.

From the site side the following signs will be added (see sketch # 2& 3):

- Stop and give way.
- No right turn.
- Entry to 20mph zone.

All signage will be in accordance with the Highway code.

All traffic from the site will be managed by a qualified banks man.

No parking or material will be allowed to be stored outside the fenced area or within the pavement connection to St. Andrews Road.

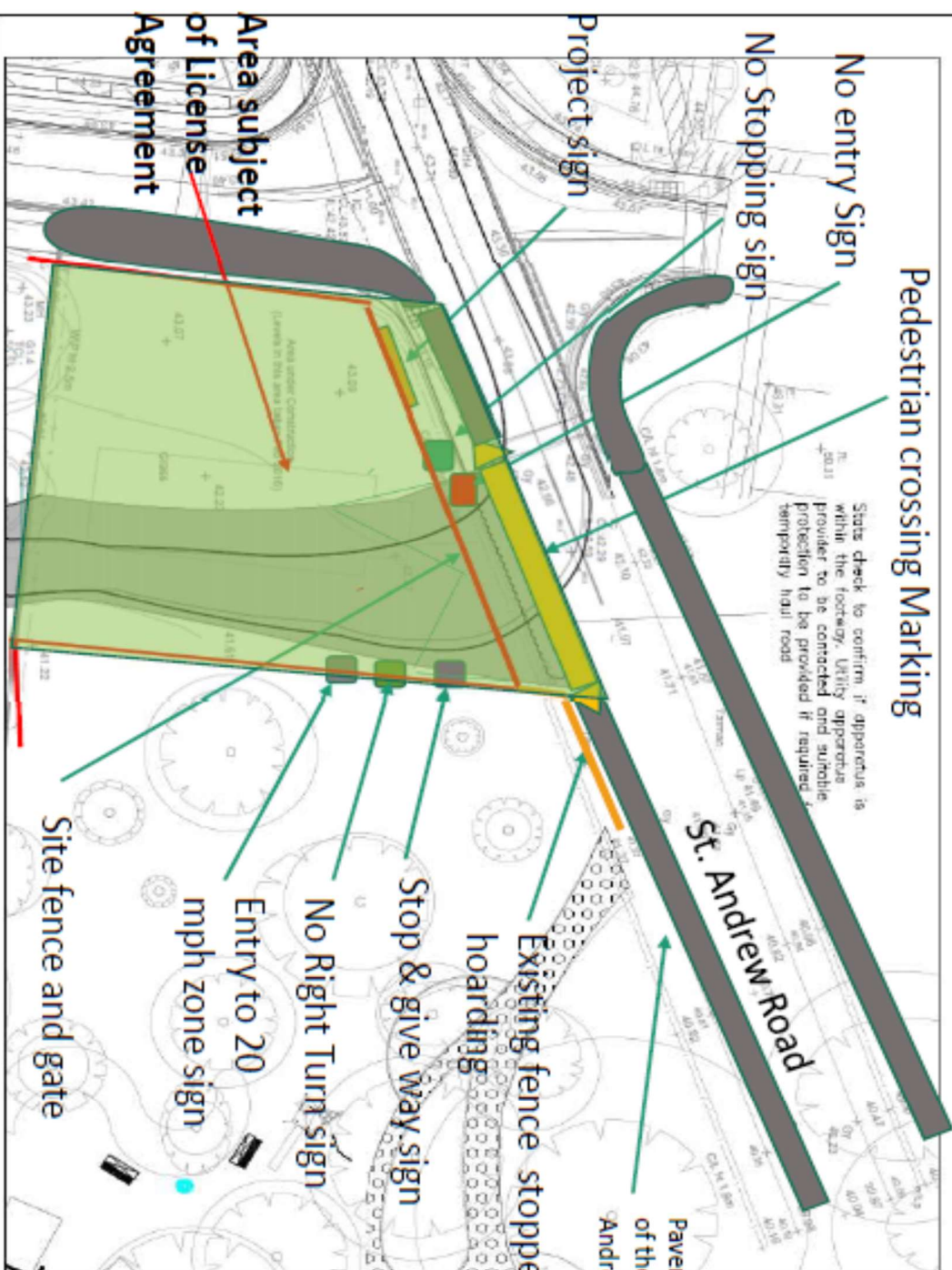
No scaffolding will be needed outside the site premises.

The site hoarding will be set back 1meter from the walking pavement, existing fence will be rearranged to finish and abut the site hoarding. This will keep children and prevent un-desired use of the tarmac connection to St. Andrew's road.

For any comment or clarification regarding the Traffic management plan please contact St. Modwen Homes,C/O:

- Amir Kheir
T: 07828115258
E: AKhier@stmodwen.co.uk
- Mark Leahy
M:07702717904
E: MLeahy@stmodwen.co.uk

Pedestrian crossing Marking



SKETCH # 2

**FOR TENDER
PURPOSES ONLY**

NOT TO BE USED FOR CONSTRUCTION

NOLAN ASSOCIATES

CONSULTING CIVIL & STRUCTURAL ENGINEERS

54 HAGLEY ROAD, EDGBASTON, BIRMINGHAM B16 8PE
TEL: 0121-654 3009 FAX: 0121-404 3009
E-mail: enquiries@nolanassociates.co.uk

Drawing Title

ENLARGED LOGISTICS PLAN

T1	Tender Issue	CH	JAC	13.06.18	Drawn by	CH	Checked by	JAC	Date	13.06.18
REV	DESCRIPTION	BY	CHKD	DATE	Project No	2016-259	Original Size	A3	Scale	1:250
					Pict Date	13.06.18				
					Dwg No	105				
						T1				



No entry for
vehicular traffic



Entry to
20 mph zone



No right turn



No stopping
(Clearway)



Stop and
give way

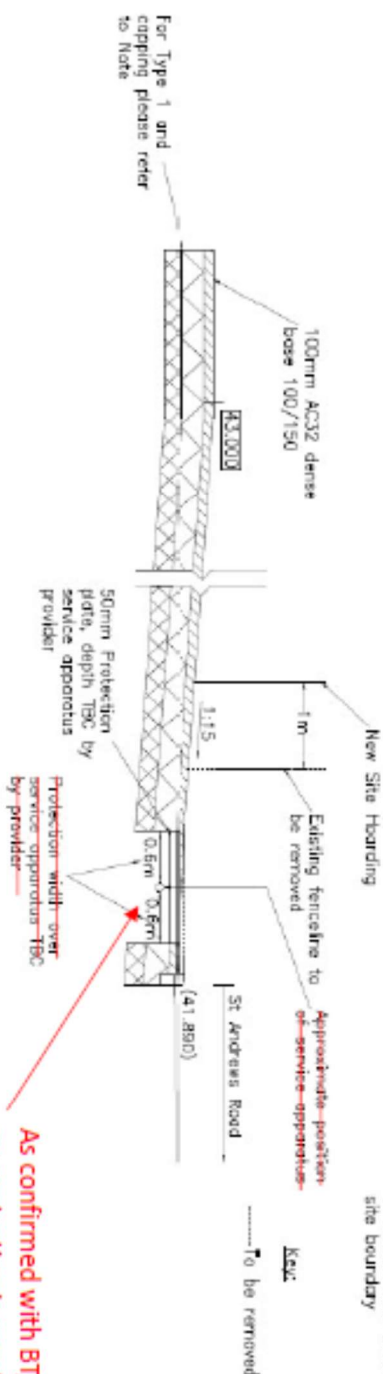
Road sign to haul road connection to St. Andrew's Road

(Refer plan for location)

SKETCH # 3

Note:

- H CBR is 2%
 - 150mm Type 1 Sub-Base
 - 500mm 6F capping material
 - H CBR is 5%
 - 150mm Type 1 Sub-Base
 - 200mm 6F capping material
- CBR, bearing capacity and shear
 wave testing to be undertaken prior
 to construction within development
 site boundary



Section Through Temporary Construction Access

Scale 1:50

As confirmed with BT, cable is not live,
 no protection is required, cable to be
 left in place, manhole to be filled.
 Protection of lighting cable to be
 confirmed with Hillingdon Highways

NOLAN ASSOCIATES

CONSULTING CIVIL & STRUCTURAL ENGINEERS

54 HASLEY ROAD, EDGBASTON, BIRMINGHAM B16 8PE
 TEL: 0121-454 3050 FAX: 0121-454 3055
 E-mail: enquiries@nolanassociates.co.uk

Drawing Title

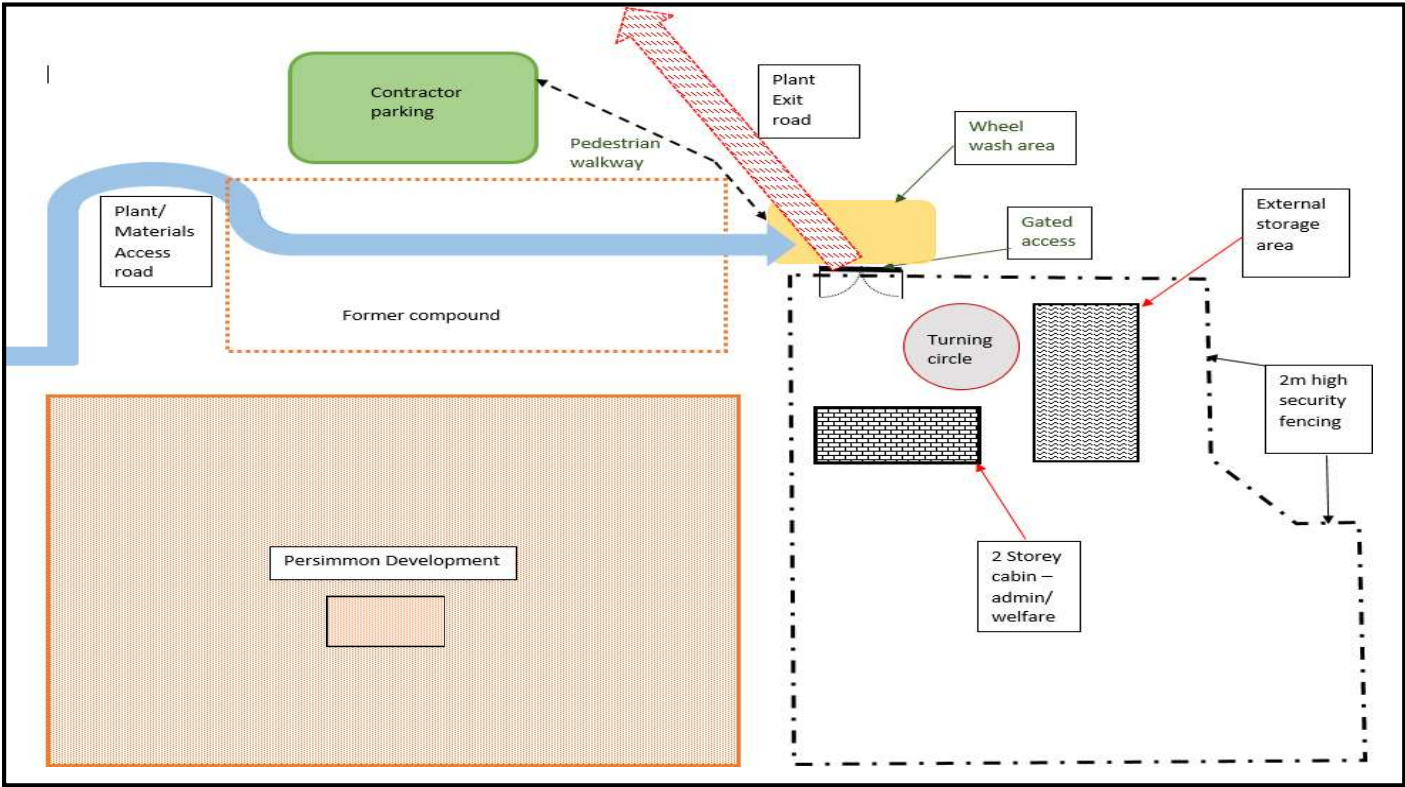
TEMPORARY CONSTRUCTION

ACCESS SECTION

REV	DESCRIPTION	BY	CHKD	DATE	Drawn by	Checked by	Date
P2	Section updated	CH	JUG	15.06.18	CH	JUG	15.06.18
P1	Preliminary issue	CH	JUG	11.05.18	CH	JUG	11.05.18
REV	DESCRIPTION	BY	CHKD	DATE	Project No	Dwg No	
					2016-259	105	P2

4.02 Traffic Management within the site compound

The plan below shows a basic methodology for the site traffic routes, including indicative positions for site welfare.



Car parking will be in marked/segregated areas with safe access and egress to the site offices, as shown in the plan above the site parking will be adjacent to the site welfare. Safe pedestrian routes from the site office and welfare facilities to the workplace will be in place, with clear signs and instructions. These will be segregated using suitable barriers such as pedestrian barriers with clear crossing points in place.

St. Modwen Homes will implement traffic routes and means of segregating vehicles and pedestrians to reduce the possibility of vehicles overturning or hitting pedestrians, other vehicles or structures, including scaffolding.

The site entrance will be clearly signed to raise delivery driver's awareness to the site entrance ensuring sufficient direction is given so that no confusion can be made, which would result in vehicles missing the site entrance and causing unnecessary congestion, the main site entrance has sufficient room for a number of vehicles to pull off public highway.

St. Modwen Homes will impose a speed limit of 5 mph on site vehicles, when operating within the works. All drivers will be notified individually of the limit. Speed limit signs will be posted at the entrance and at regular intervals through the site.

St. Modwen Homes will put in place a *Drivers Induction Card* to raise delivery drivers' awareness of any increased risks on site. All materials, plant and equipment will be off loaded and loaded in a designated area as shown above, off the proposed haul road adjacent to the car parking area.

The use of a competent banksman will be adopted wherever applicable to direct and co-ordinate movement of construction vehicles into, around and off the site and compound area. St. Modwen Homes will formulate a site layout to reduce the reversing of vehicles on site and where reversing cannot be eliminated the nominated, identifiable and trained banksman will be used, the banksman will wear orange high visibility clothing at all times.

All haul routes will be kept free from mud and detritus at all times, if necessary by regular use of a mechanical road sweeper. St. Modwen Homes will, where reasonably practicable, give consideration to the use of multiple telehandlers to operate a clean and dirty system so that telehandlers operating in muddy areas will not come on to the public highway which will only be access by the 'clean' telehandler.

St. Modwen Homes will ensure that all plant/vehicles on site have:

-  An audible reversing alarm fitted;
-  All round visibility aids fitted, i.e. additional convex mirrors, cameras...etc.; and
-  All audio/visual aids are in good order at all times i.e. flashing beacons.

St. Modwen Homes will ensure the safety of visitors and workers by including, where appropriate, marked and segregated pedestrian walkways, road crossing points and no go areas to pedestrians. Instructions relating to visitors and non-authorised persons will be clearly displayed at the site entrance.

St. Modwen Homes will address slips, trips and falls on the same level, for visitors and site personnel, which can result in broken bones. Consideration will be given to:

-  Surfaces – e.g. potholes in roads, site debris and excavations;
-  Changes in level caused by temporary road surfaces or reinstatements, excavation covers, heavy plant tracks, ramps and chamber lids not clearly marked;
-  Slippery surfaces caused by water, mortar, oils, fuels, silt and mud;
-  Site rules not enforced – e.g. inappropriate footwear, running or not taking care on site; and
-  General obstructions in walkways such as trailing cables.

A limited parking area will be provided , for designated people , in a hard standing area within the site , refer site logistics plan, this will be located adjacent to the site welfare and will be monitored to ensure adequate space is available at all times. This will ensure that the movement of vehicles on Site is restricted to construction plant and deliveries. A pedestrian walk way will be provided from the car parking area on to the site. All personnel will sign in at the site office.

Provision will be allocated for one disabled parking .

All other visitors to the site will be expected to arrive to site on public transport.

Appendix 1:

Copy of FORS & CLOCS certificates

Appendix 2:

Site Logistics Plan



FORS
FLEET OPERATOR
RECOGNITION SCHEME

FORS Gold

O'Malley Haulage Ltd (Watford)

has been assessed and has met the gold level requirements of the Fleet Operator Recognition Scheme (FORS).

Single Operating Centre Accreditation applies to the following location only: WD19 5RF

This certificate is valid from 03/07/2018 to 02/07/2019 and remains valid as long as FORS requirements continue to be maintained.

Kevin Richardson
on behalf of the Fleet Operator Recognition Scheme

FORS ID : 000677



FORS
FLEET OPERATOR
RECOGNITION SCHEME

FORS Gold

Scope of accreditation for:

O'Malley Haulage Ltd (Watford)

Valid from 03/07/2018 to 02/07/2019

Total number of vehicles	15
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Vans <= 3.5T	0
LGV/HGV >= 3.5T	15
Fleet cars	0
Coaches	0
Minibuses	0

Total number of operating centres	1
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Operating centre post code's

WD19 5RF

FORS ID : 000677



Looking out
for vulnerable
road users

CLOCS Champion

This certificate is awarded to

O'Malley Haulage Ltd

for commitment to improving road
safety for vulnerable road users



State check to confirm if apparatus is within the footway. Utility apparatus provider to be contacted and suitable protection to be provided if required for temporary haul road

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- Notes:
1. Gates will be controlled by gate men.
 2. Restricted vehicle movement during peak time 8:00–9:00, 14:30–16:00.
 3. Road sweeper used to clean road if necessary.
 4. Keep public road clean.
 5. Gate men to check all vehicles leaving site are not depositing mud on road.

- EXISTING HOARDING
- PROPOSED (VSM) HOARDING
- PROPOSED (St. Modwen Homes) HOARDING
- GATES - manned
- (St. Modwen Homes) COMPOUND
- EXISTING ONE WAY SYSTEM
- (Galliford Try) OCCUPIED AREA
- (St. Modwen Homes) PEDESTRIAN ACCESS

NOLAN ASSOCIATES

PRELIMINARY
DRAWING

NOT TO BE USED FOR CONSTRUCTION

P3	Car Parking area revised	CH	JUG	23.07.18
P2	Proposed hoardings and compounds added	JT		20.07.18
P1	Preliminary issue	CH	JUG	10.07.18
REV	DESCRIPTION	BY	CHKD	DATE

The Dice Blocks

Site Logistics Plan

NOLAN ASSOCIATES

CONSULTING CIVIL & STRUCTURAL ENGINEERS

54 HAGLEY ROAD, EDGBASTON, BIRMINGHAM B16 8PE
TEL: 0121-454 3099 FAX: 0121-454 3059
E-MAIL: enquiries@nolanassociates.co.uk

Drawn by	Date	Plot Date	Scale
CH	May 18	Mar.18	1:500@A0
Checked by	Project No	Dwg No	P3
JUG	2016-259	110	