

Outline Construction Transport Management Plan

Development at: 65 High Street

Ruislip

HA4 8JE



Index

1	Introduction	3
2	Policy, Site Context & Description of Proposal	5
	Policy	5
	TfL's Vision Zero Action Plan (2018)	6
3	Context, Considerations and Challenges	7
	Site Access	7
	Bus Routes	9
	Railway	9
	Cycling	9
	Local Challenges	9
4	Construction Programme & Methodology	10
	Site Setup	11
	Super-Structure	11
	Outline Fit-Out	11
5	Vehicle Routing, Access and Storage	12
	Routing	12
	Access	13
	Storage	13
6	Strategies to Reduce Impact	14
	Safety and Environmental Standards and Programmes	14
	Measures to Encourage Sustainable Freight	15
	Material Procurement Measures	16
	Other Measures	16
7	Estimated Vehicle Movements	17
8	Implementing, Monitoring and Updating	18
	CTMP Coordinator	18
	General Communication	18
	CTMP Publication	19

Schedule of Appendices

A Construction Vehicle Trip Calculator

Issue	Issue date	Compiled	Checked	Authorised
1	January 2022	EM	RW	LS

1 Introduction

- 1.1 This Outline Construction Transport Management Plan (CTMP) has been prepared by GTA Civils & Transport Ltd for Sagoo Group Limited in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Sagoo Group Limited to prepare a Construction Transport Management Plan (CTMP) in connection with the proposed development at 65 High Street development in Ruislip, with the development of 6 flats.
- 1.3 This CTMP sets out an estimate of the construction traffic serving the development and highlights any potential conflicts on users of the local highway network. This CTMP is provided to ensure the site layout and traffic management issues are addressed prior to the start of the construction works.
- 1.4 This CLP was written in accordance with the Transport for London document 'Construction Logistics Planning Guidance' (2017). The guidance is to ensure the implementation of high-quality CLPs to minimise the impact of Construction Logistics on the road network. The aim of the CTMP is to reduce:
 - Environmental Impact – Lower vehicle emissions and noise levels;
 - Road Risk – Improving the safety of road users;
 - Congestion – Reduced vehicle trips, particularly in peak periods; and
 - Cost – Efficient working practices and reduced deliveries.
- 1.5 Site specific objectives include:
 - Encourage at least 50% of construction workers to access the site via public transport or sustainable transport;
 - Divert at least 90% of non-hazardous construction waste generated by the project from landfill;
 - Minimise impact on public transport in the close vicinity to the site.
 - Manage a delivery schedule and minimise impact upon traffic flows in the immediate vicinity of the site.

1.6 The structure of this CTMP is the following:

1. Introduction
2. Context, considerations and challenges
3. Construction programme and methodology
4. Vehicle routing and access
5. Strategies to reduce impacts
6. Estimated vehicle movements
7. Implementing, monitoring and updating

2 Policy, Site Context & Description of Proposal

Policy

2.1 This plan has also been written in accordance with national and local policy and guidance including:

- National Planning Policy Framework (2021);
- National Planning Practice Guidance;
- Traffic Management Act (2004);
- The London Plan (2021);
- The Mayors Transport Strategy (2018);
- Freight and Servicing Action Plan (2019);
- TfL's Construction Logistics Planning Guidance;
- TfL Healthy Streets;
- TfL Vision Zero.

2.2 The National Planning Policy Framework (NPPF) is a long-term strategy for sustainable development and promotes the use of sustainable transport, safe road design and efficient and sustainable delivery of goods and supplies.

2.3 The Mayors Transport Strategy Proposals relevant to freight and servicing which are also outlined in the Freight and Servicing Action Plan, include: Proposals 9, 10, 11, 15, 16, 17, 33 and 35 which are shown in **Table 2.1**.

Table 2.1 Proposals from the Mayor's Transport Strategy (2018)

Mayor's Transport Strategy Proposals relevant to freight and servicing	
Proposal 9	The Mayor, through TfL, the boroughs and enforcement partners, will seek to reduce danger posed by vehicles.
Proposal 10	The Mayor, through TfL and the boroughs, will set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero.
Proposal 11	The Mayor, through TfL, the boroughs, police and stakeholders, will seek to improve motorcycle safety.
Proposal 15	The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The mayor aims to reduce the number of lorries and vans entering central London in the morning peak (07:00-10:00) by 10 per cent by 2026.
Proposal 16	The Mayor, through TfL, and working with the boroughs and the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:

	a) Identifying opportunities for moving freight by rail where this will not impact passenger services and where the benefits will be seen in London; b) By increasing the proportion of freight moved on London's waterways; c) Reviewing the potential benefits of a regional freight consolidation and distribution network of Construction Consolidation Centres in London.
Proposal 17	The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including freight industry, BIDs and individual businesses, to improve the efficiency of last-mile deliveries and servicing.
Proposal 33	The Mayor, through TfL and the boroughs, will introduce regulatory and pricing incentives to support the transition to the use of Ultra Low Emission Vehicles in London.
Proposal 35	The Mayor, through TfL and the boroughs, and working with the Government, will seek to implement zero emission zones in ton centres from 2020 and aim to deliver zero emission zone in central London from 2025, as well as broader congestion reduction measures to facilitate the implementation of larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest.

TfL's Vision Zero Action Plan (2018)

2.4 Transport for London aims to end the toll of deaths and injury seen on their roads. The documents ambition is set out policy 3 of the Mayor's Transport Strategy (2018) and the action plan relating to Proposal 10, both of which are detailed below:

- Policy 3 - The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041;
- Proposal 10 - The Mayor, through TfL and the boroughs, will collaboratively set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero.

3 Context, Considerations and Challenges

Site Access

3.1 The existing site is HSBC bank on the ground floor and 1 existing residential unit on the first floor at 65 High Street, in Ruislip and the London Borough of Hillingdon. The rear of the site provides an area of hardstanding that can accommodate up to 4 vehicles in tandem parking.

Figure 2.1 – Site Boundary

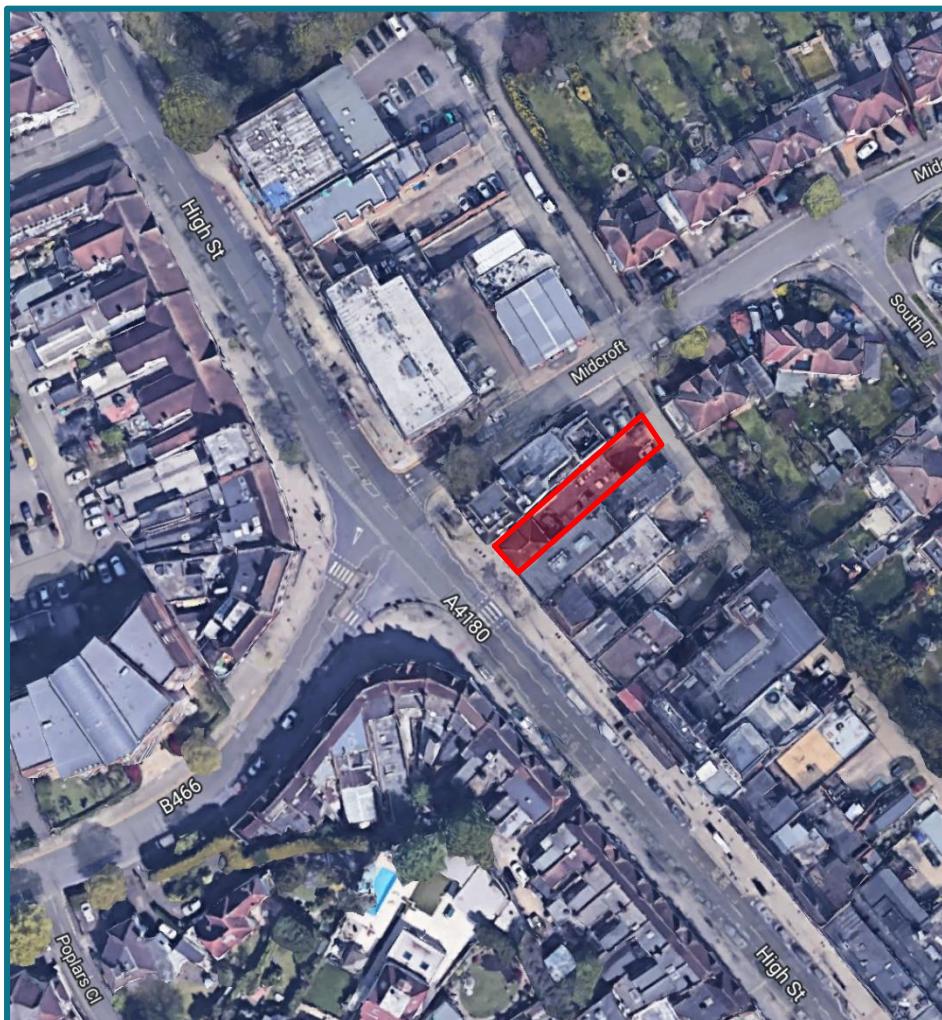
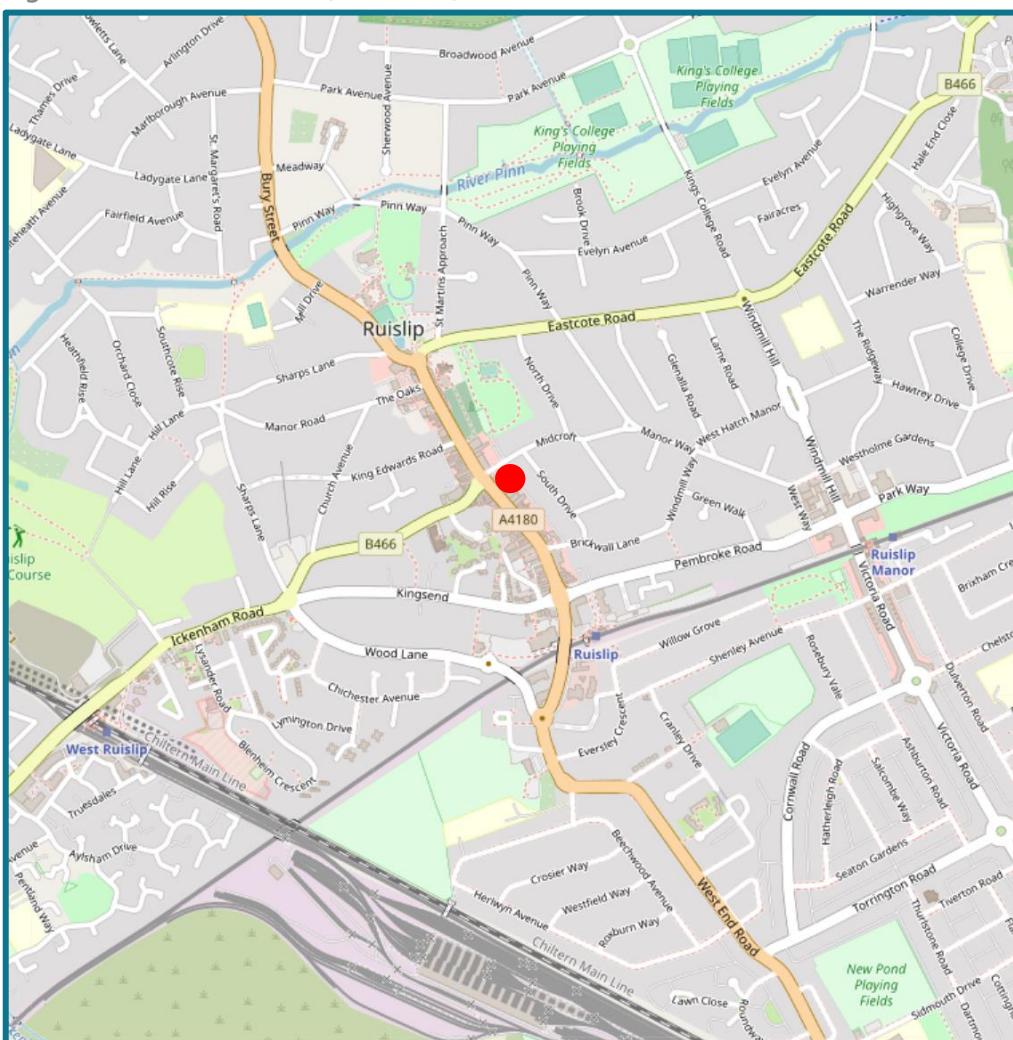


Figure 2.2 – Local Context (site in red)



- 3.2 Pedestrians can access the site via the footways on High Street (A4180) and Midcroft. A pelican crossing is located directly outside of the site.
- 3.3 The A4180 is the south to north route that connects Northolt to Northwood, via Ruislip. The B466 is located directly adjacent to the site. The B466 connects Uxbridge to Pinner, via Ruislip.
- 3.4 The existing vehicular access to the site is a via Midcroft.

Bus Routes

- 3.5 The nearest bus stop to the site is Midcroft (Stop F), directly adjacent to the site. This provides regular services to Heathrow Airport, Uxbridge and West Drayton.
- 3.6 High Street bus routes will not be disrupted during the construction period due to the circumstance that delivery vehicles associated with the development will set down onsite, in the associated parking to the rear of the site.

Railway

- 3.7 The site lies 450m (5-minute walk) north of Ruislip Railway Station. Site construction will not have any impact on the operation of rail services due to the circumstance that construction vehicles will set down on site.

Cycling

- 3.8 There are no cycle paths or cycleways in the close vicinity to the site, however, cyclist activity is still likely to be high as Ruislip High Street provides a variety of services and amenities. Drivers of construction vehicles should be advised accordingly of the higher risk of potential conflict with cyclists, particularly in the immediate vicinity of the site. Measures will be implemented to ensure the safety of pedestrians and cyclists during construction. The details of these measures are set out in section 4 of this report.

Local Challenges

- 3.9 There is 1 school in the surrounding vicinity to the site. Mission Grove Primary School, located 300m east of the site. In addition to this, the site is located near Epsom High Street. Construction vehicles should therefore be advised accordingly of the higher volume / risk of pedestrians in the local area, particularly during peak hours.

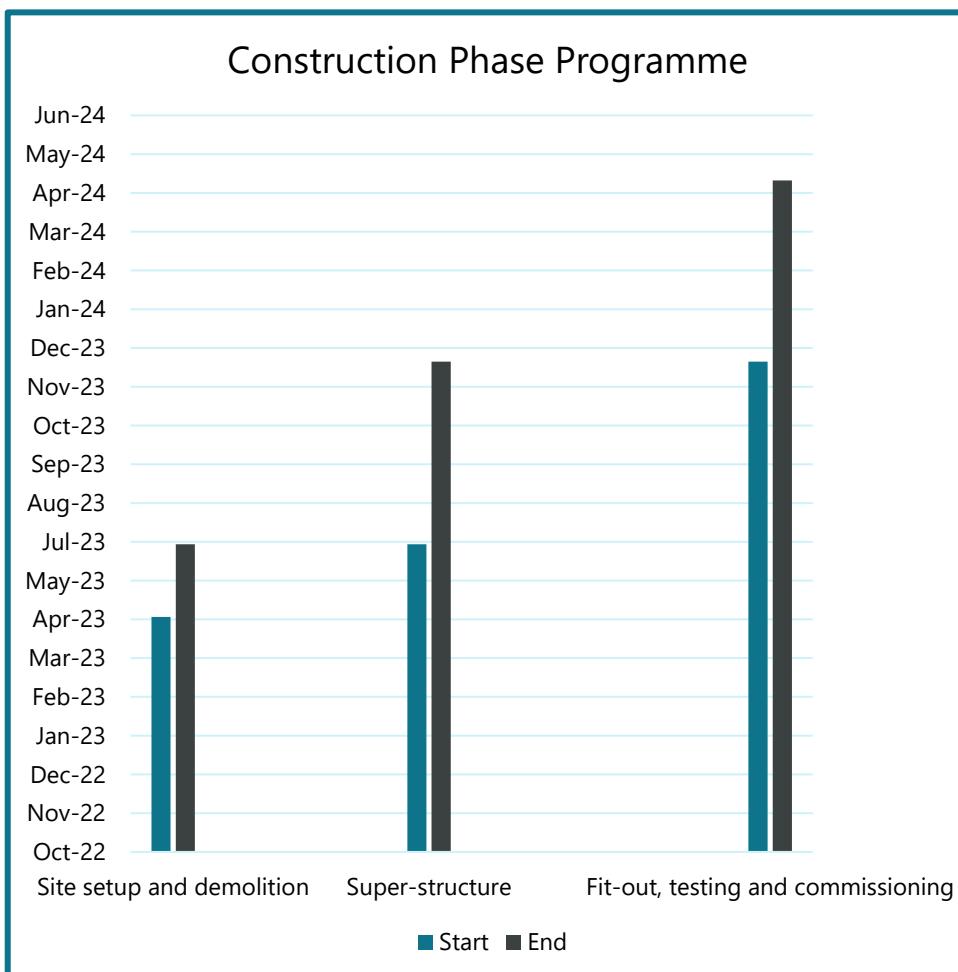
4 Construction Programme & Methodology

4.1 It is estimated that the construction period is likely to take around 12 months and construction is anticipated to commence in May 2023. The loading and unloading of construction materials will take place at the closest vehicular access point to the site, directly outside of the site in an area of temporarily suspended on-street parking (subject to approval with the London Borough of Hillingdon).

4.2 The construction methodology is described using three phases of construction:

- Site setup and demolition (May 2023 – July 2023);
- Super-structure (July 2023 – Dec 2023);
- Fit-out, testing and commissioning (Dec 2023 – May 2024).

4.3 The construction programme diagram for the site can be seen below.



Site Setup

- All operatives will be briefed on RAMS, site inductions for the specific works taking place.
- Welfare materials will be delivered to the site.
- Temporary welfare will be set up;
- Hoarding materials will be delivered and erected round the perimeter of the site;
- A banksman / traffic marshal will be appointed on the first day of the work to manage the deliveries throughout the project.
- Scaffold design to be agreed with temporary works coordinator
- All building will be isolated and temporary electrics will be installed. Once isolation certificate issued for electrics / gas / water the below works will commence.
- Soft strip will commence taking all fixtures, doors, windows and internal partitions (non-load bearing wall);
- Skip location will be agreed with the London Borough of Hillingdon prior to construction. The hardstanding to the rear of the site provides enough space for a 6yrd skip and for a 7.5tonne box van to safely access the site (see **Figure 5.2**).
- All waste will be cut into manageable pieces for disposal;
- A shoot will be installed so that all waste materials can be deposited directly into the skip and any dust laid will have regular intervals with a water spray.

Super-Structure

4.4 No plant is required at this stage. All suppliers and deliveries will be briefed prior that no material will be delivered to the front of the site. All materials will be delivered to the site entrance at the rear of the site. Logistics drawings will be issued to all suppliers.

- Other deliveries such as blocks / bricks, timber, sand, cement, steel beams etc will be delivered to site as when required. No materials will be over - ordered.
- All materials will be off-loaded at the front of the site using a hiab truck;
- A Banksman / Traffic marshal will be present to oversee loading / unloading.
- Deliveries will be scheduled allowing enough time for construction vehicles to offload and the contractor to remove all materials from loading area to work locations, prior to the next delivery. To avoid disruption to locals with construction vehicles waiting. Minimum 3-hour slots in-between deliveries will be applied and suppliers will be notified.

Outline Fit-Out

4.5 All works will be carried out by hand with the use of a tile lift and hand tools.

- Materials will be offloaded / loaded using mechanical means (where possible) and delivered by hiab trucks. Hand offloading may be required at times for tools or small deliveries.
- The same protocol will be followed regarding the protection of the public or unauthorised access to lifting areas or construction site.

5 Vehicle Routing, Access and Storage

Routing

- 5.1 Vehicles expected to the site would be briefed by the site manager prior to arrival about the best route to access the site and to avoid any roads which may be unsuitable.
- 5.2 It is likely that construction vehicles travelling from the north and south will access the site via the same route, using the M25 as an access point. Construction vehicles will access the site via the M25, M40, A40, Long Lane, B466, Midcroft route. All vehicles egressing the site will travel along the same route.
- 5.3 There are no low bridges along the construction vehicle routes.
- 5.4 To demonstrate that construction vehicles can safely access and egress the site, a swept path analysis has been provided in **Figure 5.2**. This also demonstrates that a 6yrd skip can also be provided in the area of hardstanding to the rear of 65 High Street.

Figure 5.2 – Swept Path Drawing (7.5tonne Box Van)

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate, any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

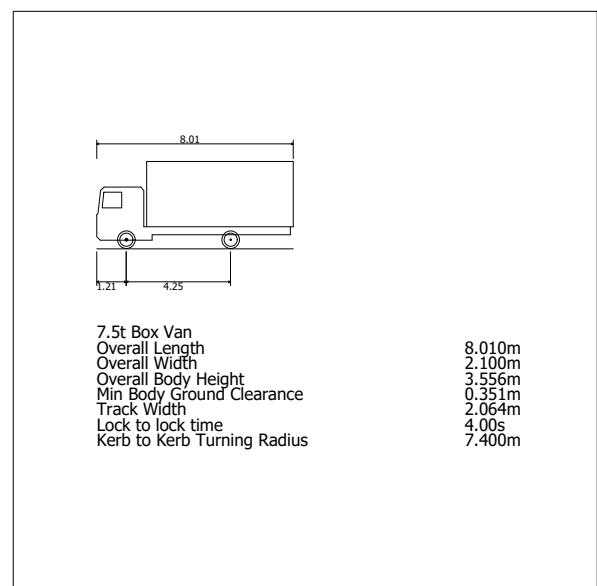
3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	18.01.2023	TM	JMW



Access

5.5 Deliveries to the site will be by a 3.5tonne lorry or smaller truck or a 7.5 tonne lorry. Vehicles larger than 7.5tonnes will not be used as they are not required. The loading and unloading of construction materials will take place onsite, to the rear of 65 High Street.

5.6 A Traffic Marshal will be used. The key duties of a Traffic Marshall include:

- Facilitate vehicles into and out of the site entrance;
- Preserve pedestrian and traffic routes;
- Managing and ensuring the safe movement of traffic in and around the site;
- To halt construction traffic to allow pedestrians to pass;
- Ensuring visitors to site are wearing appropriate safety uniform at all times;
- Monitor all visitors to the site and ensure they are authorised to enter;
- Other ad-hoc requests.

Storage

5.7 The site will be secured using the erection and maintenance of appropriate fencing / hoarding.

5.8 All material delivered will be moved to the delegated secure construction material storage area (location subject to contractor discretion). All welfare facilities on the site will be those that are already there, such as toilets, canteen area, and rest rooms.

5.9 Contractors vehicles will not be parked on the public highway or in areas which would cause obstructions or disruption to the flow of traffic. Contractors will be encouraged to travel public transport or multiple occupancy vehicle and park in local public car parks. Ruislip railway station is located within a 5-minute walk from the site.

6 Strategies to Reduce Impact

6.1 The following planned measures have been identified to help the contractor achieve the goals of the CTMP and better manage the local challenges identified in Section 2.

Table 6.1 – CTMP Strategies to Reduce Impact

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures Influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Measures to encourage sustainable freight			
Freight by Water*			X
Freight by Rail*			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site		X	
Smart procurement		X	
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan		X	

* If site is within 100m of foreshore of navigable waterway or rail freight siding.

Safety and Environmental Standards and Programmes

6.2 The applicant is committed to ensuring all contractor and sub-contractor vehicles, arriving at the site, comply with sufficient safety measures and requirements relating to Work Related Road Risk.

6.3 All construction vehicles used will be FORS Silver accredited.

6.4 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties.

Adherence to Designated Routes

- 6.5 Details of routes to be used for journeys to and from site for road operations are provided in Section 3. Designated routes from any holding areas and/or potential Construction Consolidation Centres (CCC) are not determined at this stage.
- 6.6 Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to the work site.
- 6.7 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. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.
- 6.8 There are no school streets within a close proximity to the construction site.

Delivery Scheduling

- 6.9 A web-based delivery management system will be considered to control the volume of deliveries to site, based on scale of development. This system would work by defining the number of 'resources' a site has and thus can service in 30-minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

Re-timing for Out of Peak Deliveries

- 6.10 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to re-time as many deliveries as possible out of the morning peak (08:00-09:00).

Re-timing for Out of Hours Deliveries

- 6.11 The developer will seek planning permission for out of hour's deliveries and commit to deliveries in these times where possible.

Measures to Encourage Sustainable Freight

- 6.12 Freight by water or rail is not a realistic option considering the scale and location of development.

Material Procurement Measures

Design for Manufacture and Assembly and Off-Site Manufacture

6.13 Reducing delivery numbers and effective delivery management is a key consideration of this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-Use of Material On-Site

6.14 A number of measures will be explored to re-use material on site, which will be stored in a covered area to the rear left of the site. These materials will be decided upon in agreement with the contractor.

Smart Procurement

6.15 Opportunities would be explored to source materials from the same supplier(s) as other developers with sites underway in close proximity to this site, if any such circumstance existed at the time of construction. Materials will be re-used as far as practical, bricks in particular.

Other Measures

Collaboration Amongst Other Sites in the Area

6.16 The developer and appointed contractor will consult with the London Borough of Hillingdon and other contractor/developers in the area to minimise disruption.

Implement a Staff Travel Plan

6.17 There will be no on-site parking provided for construction worker's vehicles and contractors must not park on-street in the surrounding area. Travel by public transport or multiple occupancy vehicle will therefore be strongly encouraged in the staff travel plan.

7 Estimated Vehicle Movements

7.1 The estimated trips have been input within TfL's CLP Tool and are calculated below in. The number of vehicles accessing the site has been estimated for each of the 3 stages of construction, according to the Transport for London CLP toolkit calculator. This is provided in **Appendix A**.

Table 7.1 – Construction Programme Overview

Construction Phase	Start	End
Site setup	May-2023	Jul-2023
Super-structure	Jul-2023	Dec-2023
Fit-out, testing and commissioning	Dec-2023	May-2024

Table 7.2 – Estimated Construction Vehicles – Monthly and Daily

Construction Phase	Period of Stage	No. of Trips (monthly)	Peak No. of Trips (Daily)
Site setup	Q2 2023 - Q3 2023	30	1
Super-structure	Q3 2023 – Q4 2023	30	1
Fit-out, testing and commissioning	Q4 2023 – Q2 2024	30	1
Peak period of construction	Q3 2023 – Q4 2023	30	1

7.2 During the peak months of construction, approximately, up to 30 construction vehicles may travel to the site. This equates to 1 to 2 vehicle per day, most likely in the peak hour in the day, which was considered to be 11am to 12pm. However, this is only the minimum number of trips that could occur daily, and at peak times during construction, the number of trips a day could be up to 3 to 4.

7.3 The expectation would be that these vehicles would unload and leave the site within 10 to 15 minutes and therefore generally the maximum peak of 4 vehicles in a day could be easily accommodated.

8 Implementing, Monitoring and Updating

CTMP Coordinator

8.1 The appointed Construction Management Plan Coordinator will be in charge of implementing the CTMP. Their job will include collecting data on:

- Number of vehicle movements to site; collected through a delivery booking-in system
 - Total
 - By vehicle type/size/age
 - Time spent on site
 - Consolidation centre utilisation
 - Delivery/collection accuracy compared to schedule
- Breaches and complaints
 - Vehicle routing
 - Unacceptable queueing
 - Unacceptable parking
 - Supplier FORS accreditation
- Safety
 - Logistics-related accidents
 - Record of associated fatalities and serious injuries
 - Ways staff are travelling to site
 - Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

8.2 The data collected will be reported back to the applicant with full transparency to local government.

General Communication

8.3 All communication with third parties not associated with the contract will only be made by authorised company representatives.

8.4 The project team will create and nurture good relations with project neighbours by establishing communication and liaison.

8.5 The CTMP shall be conveyed to all employees, the delivery teams, supply chain and all other persons affected by it or required to implement it. This will be achieved by team briefings and site safety inductions, as well as the provision of a Driver's handbook.

8.6 The Driver's Handbook will cover the following:

- Authorised routes to and from the site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points, and other information relating to access;
- Anti-idling;
- Vulnerable road user safety.

CTMP Publication

8.7 For the duration of construction, external communications with the public, local authorities, landowners, residential and business premises owners may take place due to certain aspects and key elements of the project. Such communications will be carried out in partnership with the London Borough of Hillingdon representatives as required.

8.8 Any works likely to be carried out beside or close to residential or business premises will be carried out in such a way as to minimise any potential disruption.

8.9 The CTMP will be a 'living document' and will be updated during construction if any significant changes to the scope or programme of construction take place. The CTMP will be reviewed throughout the construction period, particularly prior to the start of each new phase of construction. Any changes made to the CTMP will be agreed with the Surrey highways team.

8.10 The CTMP will be issued to all sub-contractors to ensure that they are aware of the policies and operational methods relating to the construction process. This will be reinforced by regular briefings from the CTMP co-ordinator to all sub-contractor managers. The CTMP Co-ordinator will report on the CTMP requirements to Epsom Borough Council on a monthly basis, setting out any items of non-compliance

Appendix A

Transport for London CLP Toolkit Calculator

CONSTRUCTION LOGISTICS PLANNING TOOL (INPUTS)

USER INPUTS

Development name:	GD High Street
Landowner:	Not known
Principal contractor:	Not known
Sub-contractor:	Not known
Site postcode:	H4 8JE
Freight infrastructure postcode:	N/A
Type of construction:	Building
Type of development:	Renovation of existing building
State of current site:	Structures to be retained
Number of working days per month:	24

Gross floor area (sqm)	235
Renovated	235
A1 Retail	0
A1 Residential	0
B1 Offices	0
B2 Commercial	0
B3 Storage and distribution	0
C1 Industrial installations	0
C2 Leisure	0
Other	0
Total	235

New/additional floor area	235
Renovated	235
A1 Retail	0
A1 Residential	0
B1 Offices	0
B2 Commercial	0
B3 Storage and distribution	0
C1 Industrial installations	0
C2 Leisure	0
Other	0
Total	235

Construction stage	Schedule (mm/yyyy)
Start month	May-2023
End month	Jul-2023

Site setup and demolition	#REF!
Basement excavation and piling	#REF!
Sub-structure	#REF!
Super-structure	#REF!
Cladding	#REF!
Fit-out, testing and commissioning	#REF!

Construction stage	Schedule
Start month (mm/yyyy)	May-2023
End month (mm/yyyy)	May-2024
Duration (Number of months)	12
Month number	1 2 3 4 5 6 7 8 9 10 11 12
May-2023	30 30 30 30 30 30 30 30 30 30 30 30
Jun-2023	30 30 30 30 30 30 30 30 30 30 30 30
Jul-2023	30 30 30 30 30 30 30 30 30 30 30 30
Aug-2023	30 30 30 30 30 30 30 30 30 30 30 30
Sep-2023	30 30 30 30 30 30 30 30 30 30 30 30
Oct-2023	30 30 30 30 30 30 30 30 30 30 30 30
Nov-2023	30 30 30 30 30 30 30 30 30 30 30 30
Dec-2023	30 30 30 30 30 30 30 30 30 30 30 30
Jan-2024	30 30 30 30 30 30 30 30 30 30 30 30
Feb-2024	30 30 30 30 30 30 30 30 30 30 30 30
Mar-2024	30 30 30 30 30 30 30 30 30 30 30 30
Apr-2024	30 30 30 30 30 30 30 30 30 30 30 30
May-2024	30 30 30 30 30 30 30 30 30 30 30 30
Total	30 30 30 30 30 30 30 30 30 30 30 30

Construction stage	Vehicle type
#REF!	#REF!
Site setup and demolition	0%
Basement excavation and piling	28%
Sub-structure	22%
Super-structure	13%
Cladding	15%
Fit-out, testing and commissioning	80%

Construction stage	Input hourly distribution of vehicles on typical day (08:00-17:00)
#REF!	#REF!
Site setup and demolition	0%
Basement excavation and piling	0%
Sub-structure	0%
Super-structure	0%
Cladding	0%
Fit-out, testing and commissioning	0%

Construction stage	No. of vehicles in peak month (May-2023)
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Vehicle type in peak of individual construction phase
#REF!	#REF!
Site setup and demolition	#REF!
Basement excavation and piling	#REF!
Sub-structure	#REF!
Super-structure	#REF!
Cladding	#REF!
Fit-out, testing and commissioning	#REF!

Construction stage	No. of vehicles in peak month (May-2023)
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
Site setup and demolition	0
Basement excavation and piling	0
Sub-structure	0
Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
#REF!	#REF!
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Construction stage	Total
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Construction stage	Total
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Construction stage	Total
#REF!	#REF!
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Super-structure	0
Cladding	0
Fit-out, testing and commissioning	0

Construction stage	Total
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Fit-out, testing and commissioning	0

Construction stage



Civil Engineering - Transport Planning - Flood Risk

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