

TRAFFIC MANAGEMENT/HIGHWAYS PLAN



SITE NAME AND ADDRESS:	Downley Road, Havant, PO9 2JD
PROJECT NO.	1592
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Produced by:

Project Document
Controller

Chloe Court

Reviewed by:

Contracts Director

Si King

Signed



Date

25/04/2024

Document Review Register

Date of review	Details of any changes	Initial
	Original Issue_R0	

Please note: reviews should be carried out monthly or when major changes occur to activities

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1 INTRODUCTION

1.1 Site Details

Site Address:	Downley Road, Havant, PO9 2JD
Principal Contractor for Demolition Phase:	Metro Deconstruction Services Ltd
Managing Director:	Mark Taylor 01293 863988 / mark@metro.uk.net
Contracts Director	Si King 01293 863988 / si@metro.uk.net

1.2 Summary & Objectives

This document should read in conjunction with the main Demolition Phase Health & Safety Plan, together with its accompanying appendices.

The overall objectives of this outline demolition logistics plan are to:

- Lower emissions;
- Enhance safety – improved vehicle and road user safety;
- Reduce congestion – reduce trips overall, especially in peak periods; and
- Reduce our impact on the local area and neighbours during our works

To support the realisation of this objective, several sub-objectives have been identified and include:

- Encouraging staff and visitors to travel to site by public transport or car sharing;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the Traffic Management Plan with contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction vehicles.

The following local conditions have been considered in the preparation of this plan:

- Current Residential Areas
- Neary Facilities
- Existing Structures
- Existing Road Systems (in particular the local highways)
- Local Amenities
- Traffic Flow

Metro shall liaise with and obtain approvals and licenses from all relevant authorities to ensure the safe passage of vehicles onto and off the site and the safety of pedestrians in the area of the entry and exit points.

The contents of this plan will be constantly monitored and, where necessary, amended as the site develops by the site and visiting management.

This is a live document which will be constantly reviewed and updated accordingly over the course of the project to reflect the changes to the project, logistics, methodology, works brief or project environment. Metro, as principal contractor, will own the document and manage any proposed future revisions and issue to the Client professional team for review prior to implementing.

1.3 Site Context

The Site

The site is situated on the east side of Downey Road which forms part of the well-established New Lane industrial area.

Existing Buildings

The property comprises a single storey industrial unit fronted by two storey offices and ancillary areas. The two-storey office section has brick elevations under a flat roof. It comprises mainly open plan offices with a number of private offices and meeting rooms.



1.4 Demolition Phased Works

- Produce detailed Pre-Demolition Waste Management Plan & Audit.
- Produce detailed Traffic Management Plan.
- Provide full time supervisor with relevant qualifications.
- Section 80 Demolition Notice to be submitted by Metro as part of planning approval processes and section 81 approval will be available prior to commencement of structural demolition.
- Provide all site accommodation for duration of the demolition works and connections to temporary services, in accordance with Safety Health and Welfare at Work (Construction) Regulations 2013.
- Overall sequence and programme of works to be confirmed and agreed.
- Secure site boundary. Install 2.4m timber hoarding in accordance with agreed Hoarding Plan and paint to Client colour specification. Provide pedestrian entrance and vehicular entrance as detailed on Hoarding Plan.
- Secure/monarflex existing palisade fencing on all other boundaries.

- Security of the site is to be maintained throughout our works.
- Heras fencing will be erected to maintain segregation of welfare areas, exclusion zones and demolition zones.
- Removal of identified Asbestos Containing Materials (ACM's) as highlighted within Asbestos R&D Survey.
- Complete pre-demolition soft strip of existing buildings, segregate materials and remove from site.
- Remove shrubs, trees, planting, grass, topsoil, and all tree roots and stumps. Remove all concrete paving and sub surfaces and sundry isolated structures.
- Complete machine demolition of all existing buildings in accordance scope of works.
- Remove existing foundations, pads, raft slabs, ground floor slabs and the like.
- Crushing of all arisings on site to produce crush stockpile to be retained on site for reuse in construction.
- Removal of all other non-compliant items, rubbish etc. to leave the site in a clean and tidy condition.
- All required safety measures to be implemented as per Client Health, Safety, Quality & Environmental standards.
- Copies of all hazardous and non-hazardous waste licences to be available throughout works.
- Waste consignment notes and transfer notes to be fully completed and copies provided within project completion health & safety file report.
- Copies of all permits (PPC permit for crushing plant), inspections and testing certificates for all plant and machinery to be available throughout.

1.5 Existing Site Access

All site access is via Downley Road. Haul routes will use the B2149 Petersfield Road, then Crossland's Drive via New Lane to access Downley Road.

All site access is via Downley Road.

Parking will be provided within the site demise. There will be 10 spaces provided which will be sectioned off with fencing and marked clearly with Metro signage.

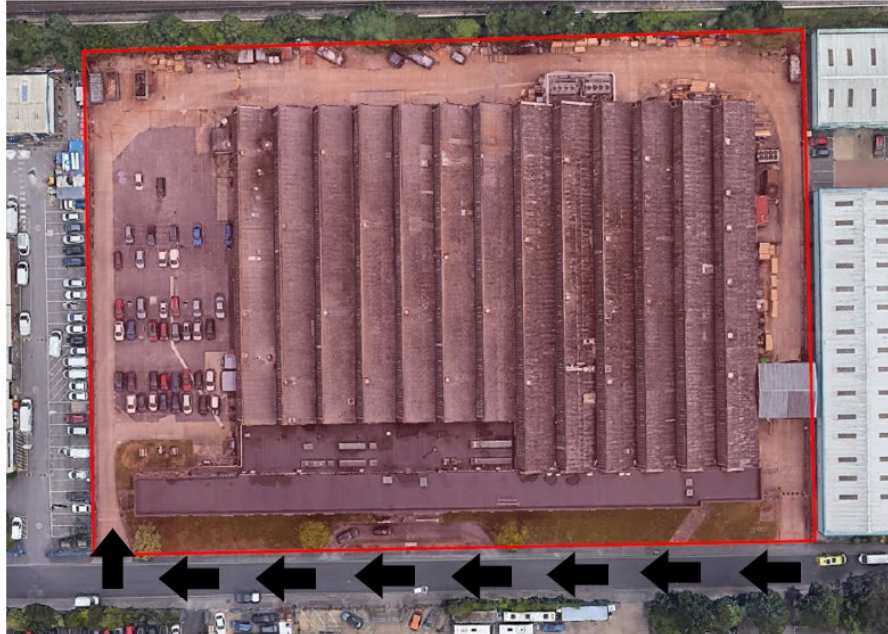
Pedestrian access to the site is via the pedestrian entrance gate situated on Downley Road.

Pedestrian routes shall be provided across site.

1.6 Identified Adjacent Land Users

The property is situated on the east side of Downey Road which forms part of the well-established New Lane industrial area.

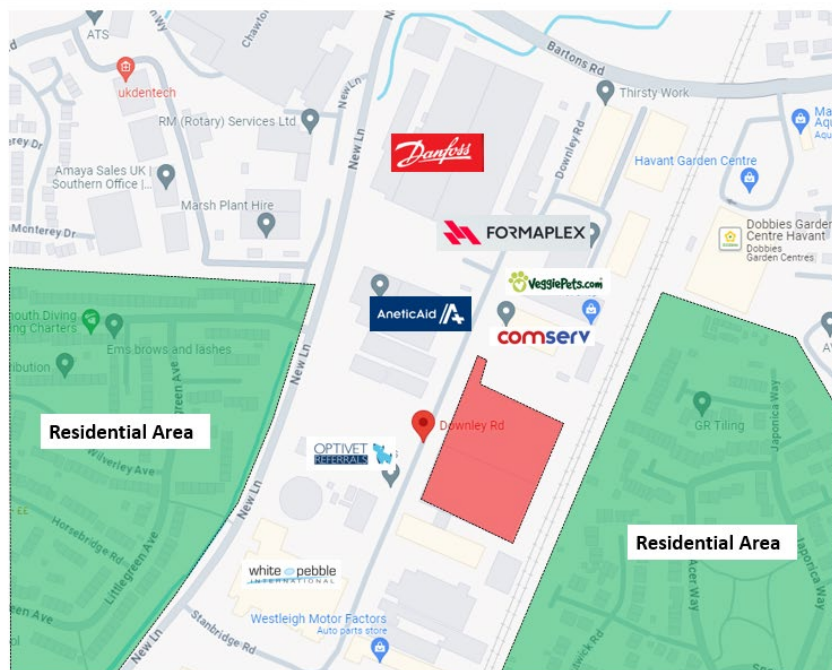
1592- Downley Road, Havant- Site Access



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1592- Downley Road, Havant- Adjacent Land Users



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2 CONTEXT, CONSIDERATIONS AND CHALLENGES

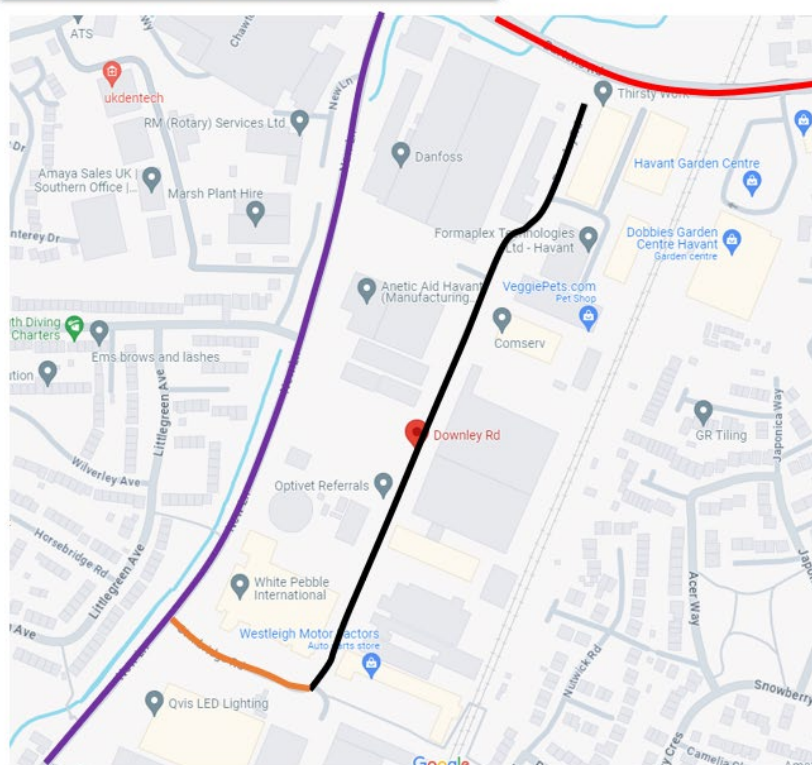
2.1 Policy Context

All demolition phased works are to be carried out, managed and monitored in accordance with this document, our main Demolition Phase Health & Safety Plan, its accompanying appendices and relevant statutory regulations;

- The Traffic Management Act 2004
- Traffic Management Order's (TMO's) issued by the Local Authority
- The Highways Act 1980

2.2 Local Highway Network

1592- Downley Road, Havant- Local Highway Network

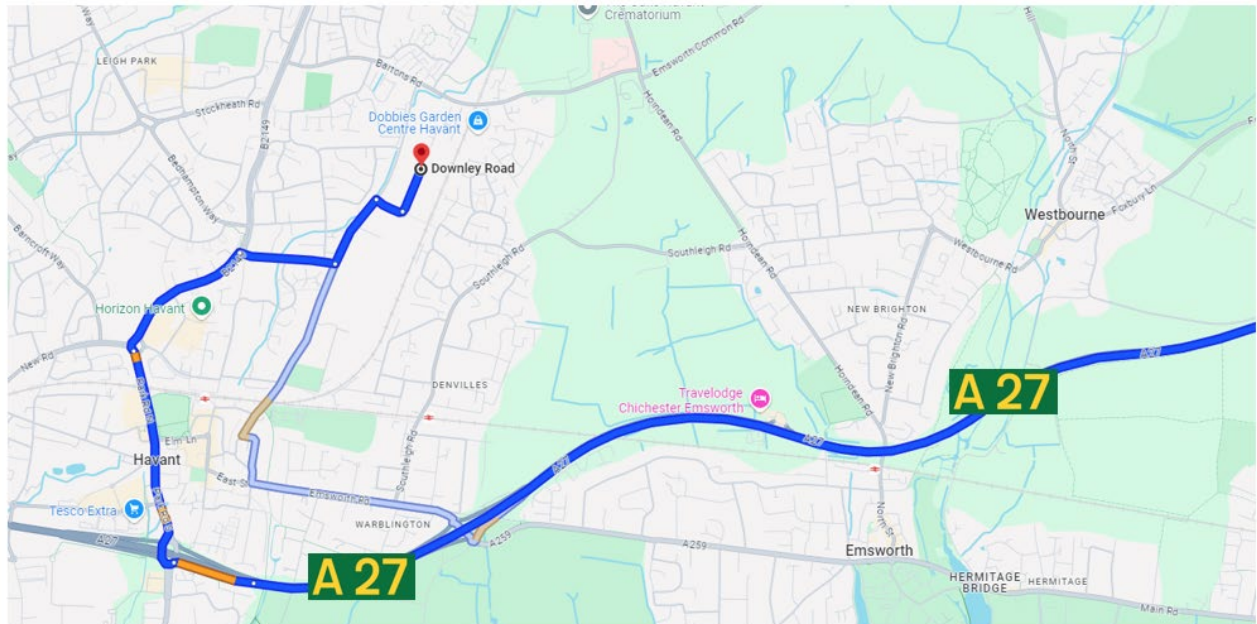


- Barton's Road
- New Lane
- Stanbridge Road
- Downley Road

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1592- Downley Road, Havant- Proposed Route



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2.2.1 Wider Highway Network

The wider highway network is of importance to the demolition phased works, given the need for HGV and Low Loader access. For the proposed works, the strategic and A-road network will be of greatest importance to the removal of material from the site by HGV and delivery of heavy plant and machinery to and from the site by Low Loader vehicles; refer to section 4 of this report for further information on vehicle routing.

2.2.2 Footways

The footway immediately adjacent to the site will not be affected by our works. There will be no requirements to close the public footpaths.

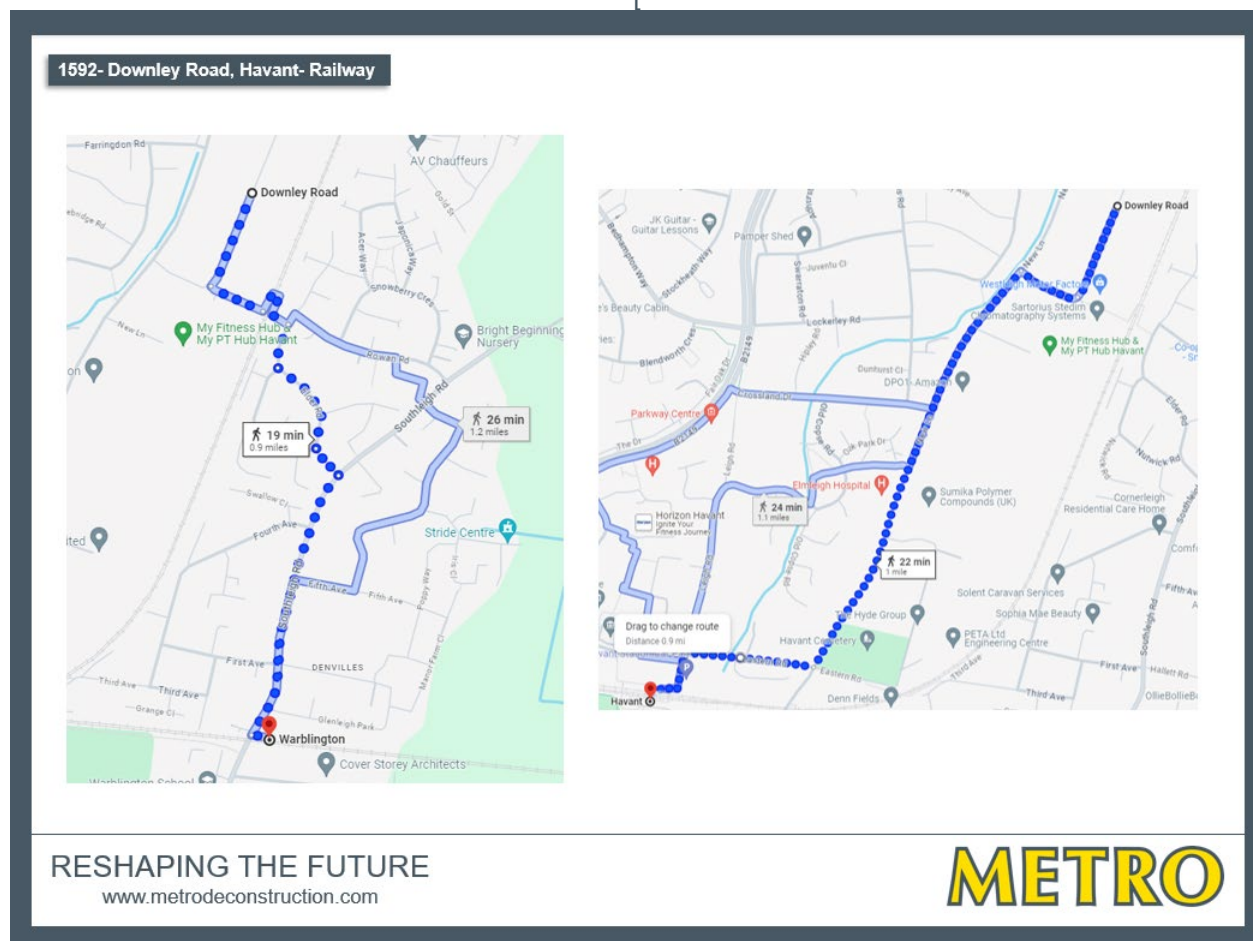
2.2.3 Cycle Routes

Metro are aware of the increasing presence of bicycles on the roads; therefore, all staff and contractors will be asked to be vigilant and courteous to all other road users when en route to site and from site.

2.3 Railway/Underground

2.3.1

The nearest railway line/station is Warblington train station, which is approximately a 19 minute walk from site, shortly followed by Havant train station which is approximately a 22 minute walk from site.

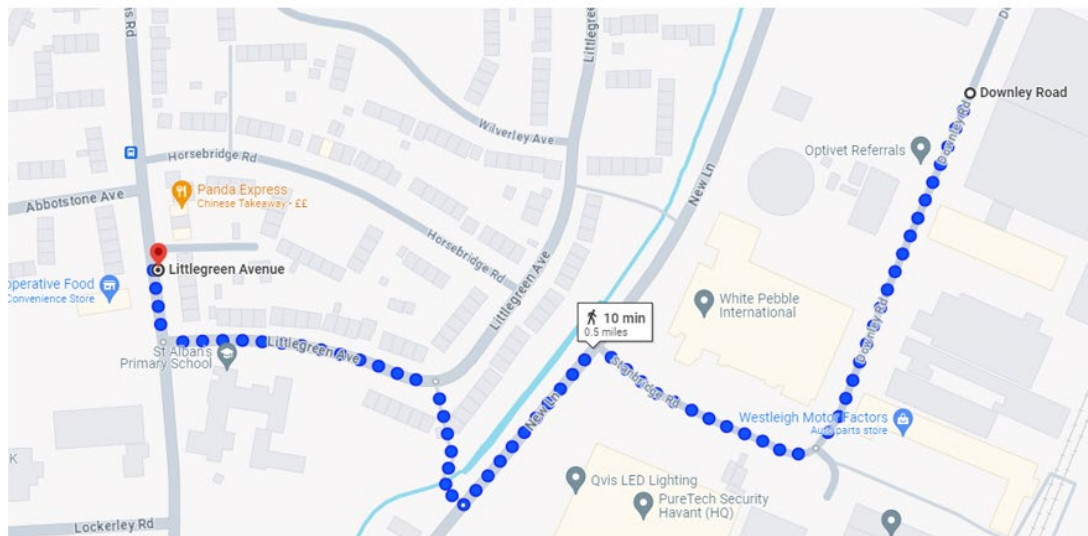


2.4 Bus Stops/Routes

The nearest bus stop to the site is Littlegreen Avenue which is approximately a 10-minute walk from site.

The bus stop is not in close proximity to the site, therefore our works will not have any impact on them. – locations shown on the Public Transport Plan below.

1592- Downley Road, Havant- Bus Stop



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2.5 Airports

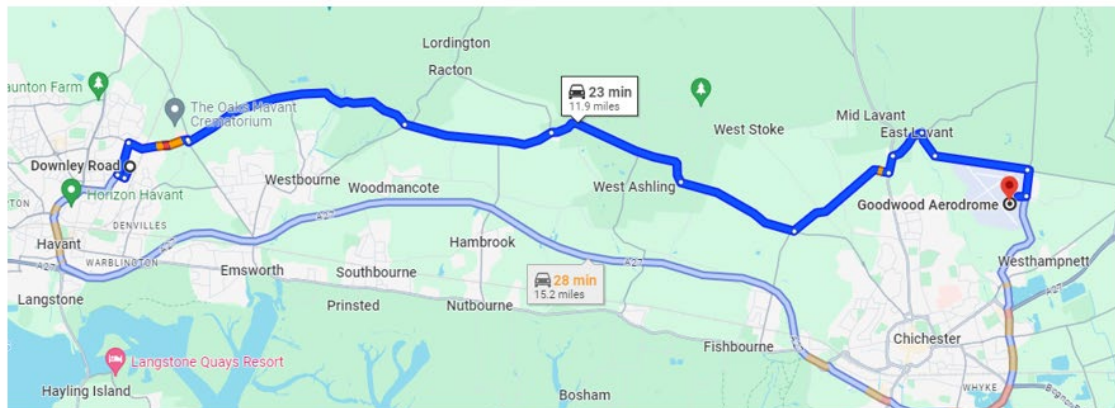
The site is in close proximity to Goodwood Aerodrome which is approximately a 23-minute drive and 11.9 miles away. Regarding close proximity to an airport the site is approximately a 1 hour and 8 minute drive and 33.8 miles.

Metro have highlighted the location and distance, though it is not in close proximity of the site, and therefore are no specific precautions to be implemented as our works are not envisaged to disrupt any activities.

For the duration of our works, there will be no requirements for use of any tower cranes.

For marketing purposes only, Metro will employ a licensed company to operate a drone over the site location on a few occasions throughout the project, purely to capture footage of the works for marketing purposes. When required, all licenses, permits, applications and agreements will be in place with the Local Authority.

1592- Downley Road, Havant- Airports



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3 DEMOLITION PHASE PROPOSALS

3.1 Scope of Works & Programme

The scope of the demolition and enabling works required to facilitate the future redevelopment of the site includes the following activities:

- Demolition and removal of the existing buildings on site;
- Archaeological evaluation works in the form of trial excavation trenching;
- Ground clearance including below ground obstruction removal;
- Ground remediation in areas of significant contamination; and
- Cut and fill works to a required datum level.

The demolition of the buildings will be undertaken using mechanical plant and machinery over a 15 week period in accordance with the Demolition Phase Health & Safety Plan and its accompanying appendices. That document sets out the methodology and management of the works.

The programme of demolition phased works for this site has been developed and included within our main Demolition Phase Health & Safety Plan and its accompanying appendices.

The programme is a Gantt chart, which is a detailed demolition programme of works and is self-explanatory in showing the time of works at each stage and phased timings.

3.2 Staff & Operative Resources

Staffing levels on site will vary throughout the different processes and stages of the project but on average an approx. TBC operatives will be on site supported by the Site Supervisor, Site Manager and on occasion the Contracts Manager and Managing Director.

In addition to the above, there will be additional contractors and other consultants on site on a daily basis at various stages throughout the project (e.g., scaffolders, hoarders, asbestos removal contractors etc.)

Welfare facilities will be supplied (within the site demise) to facilitate the number of personnel on site; there are no requirements for temporary living accommodation on site.

3.3 Working Hours

Usual working hours will be as per the below, with two half an hour breaks at 10:00 & 13:00

Monday to Friday:	08:00 – 16:30
Saturday:	08:00 – 13:00 (only when required)
Sunday:	By agreement only
Bank Holidays:	No working

Any additional requirements for working extended hours will be determined and agreed in accordance with local authority requirements and pending ongoing consultations.

Should emergency works be required to be undertaken outside of the above hours, the Client will be advised as soon as practically possible.

3.4 Site Layout

The site will be completely secured with a combination of existing walls and installed hoarding/fencing. (As per the plans within our main Demolition Phase Health & Safety Plan)

There is a single point of vehicle access (the existing site access) and a single pedestrian-only gate. All site traffic will be managed and directed by a trained Banksman. Site access for HGV traffic and site vehicles will be via a fenced off holding area just within the site entrance where the vehicle and driver is booked in by the banksman.

As noted above, a welfare compound area will be set-up to include office accommodation, security offices, meeting rooms, canteen, drying room and toilet facilities.

A staff and visitor cars and vans will be parking in a designated parking area, close to the welfare compound and separated via pedestrian red gates. There will be 10 spaces provided which will be sectioned off with fencing and marked clearly with Metro signage.

Pedestrian access will be a pedestrian only gate into the welfare compound area where there will be signage for directions to sign in with Management prior to entering the demolition site.

Vehicles will be able to turn around within the site. Hardstanding will be left intact for as long as possible to accommodate the turning of vehicles cleanly to avoid contaminating the surrounding roadways with debris and mud.

Storage of plant and materials within the site will be in various locations as the works progress. Where required, plant and material storage areas will be set up and identified using black mesh fencing to barrier off the areas and to segregate from other areas of work on site.

Pedestrian Safe Routes

The area immediately surrounding the welfare units will be a designated safe pedestrian zone fenced off, separating it from vehicle movements. Pedestrian gates will be installed as routes from the car parking area into welfare and from welfare into the "Demolition Zone".

Health & Safety signage will be displayed at all times warning of hazards on site, and showing pedestrian access into a demolition zone and the requirements regarding site rules and PPE etc. which are expected to be adhered to.

Though effectively the whole site will be marked as a "Demolition Zone" there will be fenced areas set up around working machinery where possible.

Welfare plan as shown within Demolition Phase Health & Safety Plan:

3.5 Suspensions/Licenses/Permits

Upon review of the immediate highways, there are no proposed requirements for the suspension of any parking bays, road closures, footway closures etc.

Should methods of transport managed change, this document will be updated and all proposed suspension/licenses/permits etc. required will be applied for to TFL and the Local Authority as required for agreements in place prior to any closure works commencing.

4 VEHICLE ROUTING

This section of the report details the proposed route that will be used by HGVs to access the site. This route has been identified and perceived as the safest and most practicable route to and from site for designated HGV and Low Loader vehicles to minimise any impact on the surrounding areas.

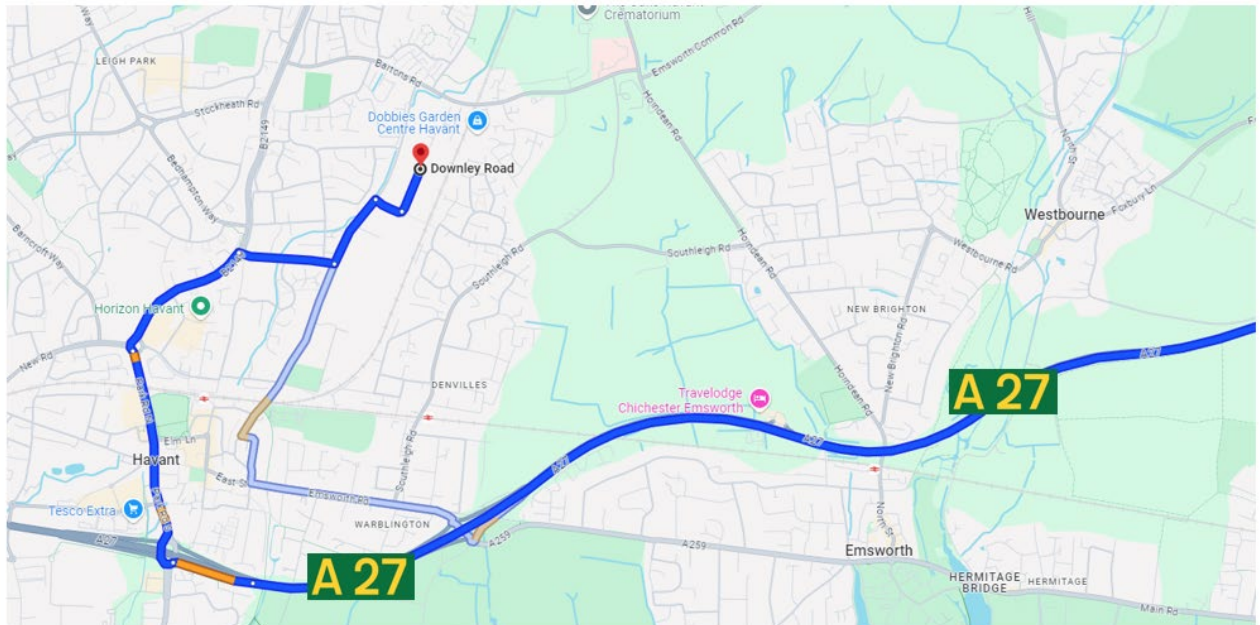
This identified route has taken into account the following factors:

- Avoiding built up residential areas
- Utilising Main Road Networks (A roads, carriageways and motorways)
- Bridges
- Weight Restrictions

- Height Restrictions
- Width Restrictions

4.1 Route

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4.2 Site Access/Entrance

ALL VEHICLES ARE TO ACCESS AND EGRESS SITE IN FORWARD GEAR ONLY DIRECTED BY BANKSMAN

Once vehicles are turned into the site access, there is sufficient space for the vehicle to sit off of the road waiting to gain access through the main site gates, therefore no blocking traffic and causing a nuisance to other road users.

4.3 Swept Path Analysis

A swept path analysis will be carried when requested out for all large, oversized plant movements prior to their delivery.

5 VEHICLE MOVEMENTS

During our works deliveries of welfare compound units, tools, equipment and heavy plant and machinery will be delivered and licensed waste carriers will deliver and collect waste. Following completion of the demolition of the structure and lifting of the ground slab and foundations, the concrete and hardcore will be crushed and reused within the cut & fill works. This means significantly reducing the number of vehicles accessing the site, instead of removing this material from site.

Below is a table of projected HGV movements during demolition and earthworks phase.

Demolition Phase (12-week duration):

Vehicle Type	Occurrence	Comments
Small Ford Connect Vans & Cars	Daily	Staff and visitors' vehicles (mainly between 7:30am – 8:00am & 16:30pm – 16:45pm)
3.5T Metro Tipper	Weekly	Delivery and removal of materials, tools and equipment (within delivery periods)
3.5T Hoarding Lorry	Start and end of the job	Hoarding Contractor vehicles
Metal Bulker Lorry	Weekly	Removal of Metal Waste Material (within delivery periods)
30T 40yrd RORO	Weekly	Waste removal vehicles (within delivery periods)
80T Low-Loader	Start and end of the job	Demolition Plant Moves (within delivery periods)
80T Low-Loader	Start and end of the job	Crusher Moves (within delivery periods)
80T Low-Loader	Start and end of the job	Screener Move (within delivery periods)
120T Low-Loader	Start and end of the job	Ultra-High Reach Demolition Move (within delivery periods)

6 STRATEGIES TO REDUCE IMPACTS

The site is situated within a mixed-use area with residential areas in close proximity, which at times could become congested with heavy traffic at peak times. Vehicle drivers are to give way to all local vehicles while driving in the area.

In the immediate vicinity of the site access, ...

Our site traffic is to give way to all local vehicles whilst routing to/from site and is subject to adhere to the local speed limit.

6.1 Safety and Environmental Standards and Programmes

Metro recognises the impact of the use of HGV vehicles can have on the local environment and the risks these can pose to other road users and members of the public. As such, although it is not a legal requirement, Metro will endeavour to use FORS and CLOCS accredited contractors where practicable.

- **NO PARKING, WAITING, LOADING OR UNLOADING SHALL BE PERMITTED ON ADJACENT PUBLIC FOOTPATHS OR HIGHWAYS**
- **ALL VEHICLES MUST SWITCH OFF THEIR ENGINE WHEN STATIONARY, WAITING FOR ACCESS INTO SITE**
- **ALL VEHICLES MUST EGRESS SITE IN FORWARD GEAR ONLY**
- **AT NO POINT WILL ANY VEHICLE, BE PERMITTED TO REVERSE WITHOUT A BANKSMAN IN ATTENDANCE**
- **AT NO POINT MUST EMERGENCY ACCESS FOR THE FIRE AND RESCUE SERVICES TO THE BUILDING AND ADJACENT PROPERTIES BE BLOCKED BY METRO VEHICLES, DELIVERIES OR WORKS**
- **ENSURE ALL DELIVERIES/LOADING VEHICLES ARE PLANNED IN ACCORDANCE WITH THE LOCAL AUTHORITY'S REGULATIONS AND MITIGATE UNNECESSARY CONGESTION OF THE NEARBY ROADS**
- **ALL VEHICLES ENTERING SITE WILL BE REQUIRED TO SIGN IN AND OUT WITH THE BANKSMAN**

Banksman duties are: -

- Provide clear and concise direction & traffic management to all delivery drivers and visitors.
- Vehicle contents, their orientation upon the vehicle, site destination and site contact are to be verified with the driver.
- Secure all drop off areas inside and outside the perimeter of the site ensuring the safety of personnel, especially the general public.
- Put in place diversions for vehicles or the general public if delivery vehicles and activities are conducted on the public highway or public walkways.
- Ensure where possible, all delivery vehicles leaving the site are to drive out of the development and not reverse

6.2 Adherence to Designated Routes

A banksman will be in attendance at all times during working hours to accept and manage vehicle traffic and pedestrians to ensure adherence to this document and all agreed designated routes and regulations required.

Staff, visitors and contractors will be made aware of this document, its contents and requirements to be adhered to.

6.3 Delivery Scheduling

Site Manager	Ben Addison
Tel No.	07432 527059

The number of vehicles on site at any one time will be kept to a minimum to reduce movement on site. Deliveries of plant and materials will be planned in advance with the Site Manager to eliminate the need for waiting HGVs.

All delivery drivers will be required to contact the Site Manager 15 minutes before arriving on site so a banksman can be ready to receive the vehicle.

Once pulled into the site entrance way the vehicle will be banked through the main gates into a holding/booking area (fenced) and booked in with the banksman prior to entering the site.

Once on site, the delivery will be directed to the required area on site where the delivery will be received.

Once the delivery is complete, the vehicle will be banked out of the site.

Relevant safety signage will be displayed on the fencing to inform the site of the use/danger of the area.

6.3.1 Delivery Times

Permitted delivery times will be as below to avoid peak traffic periods.

No deliveries are to occur within network peak periods of 08:00-09:00 (am), 16:00-17:00 (pm) and 12:00-13:00 (Saturday).

The above states our usual permitted delivery times, though, there may be times where other heavy plant moves may be permitted in accordance with the Local Authority agreements, licensed and permits etc.

6.3.2 Vehicle Movements & Movement Orders

In order to ensure keeping within Local Authority requirements and ensuring a safe site:

- Deliveries are scheduled therefore no need for waiting vehicles off site
- 15-minute warning for Banksman to be ready to receive and direct the vehicle
- Permitted delivery times as detailed above (outside peak traffic periods)
- Minimising and count of vehicles on site, through gated entrance
- Wheel washing facilities available on site for the full demolition period
- Recording of logistics related accidents, incidents, fatalities and serious injuries
- Recording of logistics related complaints
- All movements of heavy plant and machinery will be in accordance with Local Authority and Transport for London requirements, permits and licences etc.

Low Loaders

All low loader scheduled movements will be in compliance with **Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO) Category 3** requirements and will therefore have no peak hour impact.

Heavy & Long Movements

Heavy movements (over 40 tonnes) and long loads (high reach plant) into London will be undertaken after close liaison with Transport for London and will be moved under a Movement Order issued by them. Both heavy and long loads (high reach plant) will be escorted to site with a support vehicle and a 'second man'.

6.4 Use of Holding and Vehicle call off areas

Prior to vehicles being able to enter the site, a banksman will book in the vehicle and take its details whilst sitting in the holding area just within the site main gates.

This is a safe place for the vehicle to stop and wait to be allowed access into site.

6.5 Material Procurement Measures

DfMA and off-site manufacture

Due to the nature of our works (demolition phase only), there is no requirement for the procurement of materials and the use of pre-fabricated and off-site manufacturing of construction material.

Re-use of material on site

Upon removal of the ground floor slab and foundations within the site, Metro will crush the material on site and produce certified crushed material to be reused within the earthworks phase of the works, therefore significantly reducing the number of vehicles accessing the site, instead of removing this material from site.

6.6 Staff Travel Plan

There is parking available on site for operatives and visitors. There will be 10 spaces provided which will be sectioned off with fencing and marked clearly with Metro signage. Though staff will be encouraged to car share or use public transport as the site is very easily accessible via public transport.

Parking on the adjacent roads is prohibited.

The site offers good accessibility by sustainable modes of transport, with good pedestrian linkages between the site, and public transport nearby. Local bus and rail services mean that staff/operatives/visitors will be able to access the site in a sustainable way and will have genuine travel mode choice, with high frequency services from early in the morning until after midnight.

6.7 Road Clearance

A wheel washing station will be set up for the full demolition period at the site exit to clean mud and debris from vehicle wheels before they leave site.

This will be conducted by a site worker checking the vehicle as it approaches the gate and cleaning mud and debris using a jet wash.

Road sweeping operations are to be utilised as required to ensure that site roads are safe and that mud is not deposited on adjoining public roads for the full demolition period.

7 IMPLEMENTING, MONITORING AND UPDATING

The responsibility of the implementing, monitoring and updating of site this document is the Site and Visiting Managers and Contracts Manager looking after this project.

Supervisors appointed by the contractors on this site will also ensure that persons working under their control comply with all of the requirements as set out within this document.

This document is provided to all site workers, visitors and sub-contractors at site induction prior to their start on site to ensure all requirements are understood.

Should any review and/or updates be required for this document, these will be undertaken, reviewed and agreed with the project team prior to implementing, then site managers will update all site staff and future visitors in the form of a training talk/meeting.

Personnel failing to comply with the requirements of this traffic plan, thus placing themselves or others at increased risk will be dealt with in accordance with normal disciplinary procedures and may be removed from site.