

Bellway Homes

Residential Development Forest School Street Rolleston-on-Dove

Construction Traffic Management Plan

DOCUMENT CONTROL





Project Title Forest School Street, Rolleston-on-Dove

Report Type Construction Traffic Management Plan

Job Number T18072 Report Reference T18072/CTMP/01

		,		
Date	Revision	Comments		
20/04/18	-	First Issue		
		Prepared by	Checked by	
	Name	AMP	SM	
Date	Revision	Comments		
15/06/18	A	Access strategy revised to meet Staffs CC requirements		
		Prepared by	Checked by	
	Name	WH	SM	
Date	Revision	Comments		
03/07/18	В	Construction Traffic Access Strategy Overview Plan added.		
		Prepared by	Checked by	
	Name	AMP	SM	
Date	Revision	Comments		
		Prepared by	Checked by	
	Name			

This document has been prepared by Travis Baker Transport Planning Limited for the exclusive use by the commissioning party in accordance with the terms and conditions of the contract between Travis Baker Transport Planning Limited and the commissioning party. No other party may use, make use of or rely on the contents of this report without the prior written consent of Travis Baker Transport Planning Limited. No liability is accepted by Travis Baker Transport Planning Limited for any use of this report other than for the purpose for which it was originally prepared. This document may contain and rely on information provided by Third Parties; no verification of such information has been undertaken and Travis Baker Transport Planning Limited accept no responsibility for any inaccuracies within such information. No part of this report may be copied or reproduced by any means without written permission from Travis Baker Transport Planning Limited.

The consultant's liability to the client arising out of or in connection with this document whether under the law of contract in tort (including negligence), in equity, or under statute or otherwise shall be limited to the fee paid for the preparation of this document. The consultant shall not be liable to the client in respect of any consequential or indirect loss or damage. The consultant shall be deemed to have been discharged from all liability in respect of this document whether under contract, in tort (including negligence), under statute or otherwise, on the expiration of 1 year from the completion of this document.

Company Registration Number: 08205643

© Copyright Travis Baker Transport Planning Limited 2018 - All rights reserved

Registered Address: Trinity Point, New Road, Halesowen, WEST MIDLANDS, B63 3HY





CONTENTS

1.0	INTRODUCTION	1
1.1	Background to Report	1
1.2	Scope of Report	1
1.3	Objectives	2
2.0	PROPOSED DEVELOPMENT AND PHASING	3
2.1	Site Location	3
2.2	Development Content	3
2.3	Permanent Access Scheme	3
2.4	Construction Phases	4
3.0	CONSTRUCTION TRAFFIC MANAGEMENT PLAN	5
3.1	Hours of Operation	5
3.2	Site Compounds	5
3.3	Construction Traffic Access	5
3.4	Construction Traffic Routes	6
3.5	Construction Traffic Flows	6
3.6	Abnormal loads	7
3.7	Management of Construction Personnel	7
3.8	Management of Construction Debris	7
3.9	Recycling Measures	7
3.10	Mitigation	8
4.0	IMPLEMENTATION AND MONITORING	9
4.1	CTMP Implementation	9
4.2	CTMP Monitoring and Review	9



FIGURES

Figure 1: Site Location

Figure 2: Local Highway Network

DRAWINGS

T18072/SK01: Construction Traffic Access Routes

T18072/SK02: Construction Access Route Vehicle Swept Path (Inbound) T18072/SK03: Construction Access Route Vehicle Swept Path (Outbound)

T18072/SK04: Construction Traffic Access Strategy

APPENDICES

APPENDIX A: Development Masterplan

APPENDIX B: Permanent Site Access Scheme



1.0 INTRODUCTION

1.1 Background to Report

- 1.1.1 Travis Baker has been appointed by Bellway Homes (herein referred to as "The Developer") to prepare a Construction Traffic Management Plan (CTMP) for a residential development at Forest School Street, Rolleston-on-Dove. **Figure 1** shows the location of the site in its wider context and **Figure 2** shows the site boundaries and local highway network in more detail.
- 1.1.2 The construction phase of the development needs to be planned and managed effectively in order to prevent significant impacts on the environment and the local community, particularly within the Rolleston–on-Dove area and on roads immediately surrounding the site. The Developer is responsible for ensuring that any environmental impacts arising during the construction phases and beyond are controlled adequately.
- 1.1.3 Management of traffic and the highway network during the construction works is expected to be delivered through this Construction Traffic Management Plan (CTMP). It forms part of a wider Construction Management Plan (CMP), to be provided separately, which will detail how construction works will be undertaken and managed in accordance with the planning application, planning conditions, contractual and legislative requirements (including Health and Safety law) and construction industry best-practice. The CTMP focuses specifically on the impacts of construction traffic on the local area.

1.2 Scope of Report

- 1.2.1 This CTMP provides the following information:
 - Construction Phases.
 - Construction Traffic Access and Routes.
 - Suitability of Access Road.
 - Site Compound.
 - Hours of Operation.
 - Construction Traffic Flows.
 - Abnormal loads.
 - Management of Construction Personnel.
 - Management of Construction Debris.
 - Recycling Measures.
 - Other Mitigation.
 - CTMP Implementation.
 - CTMP Monitoring and Review.



1.3 Objectives

- 1.3.1 The objectives of this CTMP are as follows:
 - 1. To facilitate the construction of the development in an efficient and cost-effective manner, whilst minimising disruption and nuisance to existing users of the development and maximising the safety of all people entering, leaving and working within the site.
 - 2. To minimise disruption and nuisance to residents, businesses and highway users outside the site arising from the construction process, by identifying appropriate routes for construction traffic and ensuring that the project does not give rise to excessive noise, debris, parked vehicles, etc. on the adjoining highway network.
 - 3. To provide for the safe movement of all road users on the adjacent network at all times throughout the construction process.
 - 4. To ensure that proposals for any temporary traffic management arrangements are communicated effectively to the local community.
- 1.3.2 The CTMP makes provision for the monitoring of construction activities to ensure that the measures identified within this document are being implemented effectively.



2.0 PROPOSED DEVELOPMENT AND PHASING

2.1 Site Location

- 2.1.1 The site is located on a former recreation ground to the south of Forest School Street in Rolleston-on-Dove. The site is bounded to the north and east by existing residential development whilst to the south are open fields. The western boundary is formed by an area of open space beyond which is a wooded area. The site does not have any significant highway frontages but can be accessed via Forest School Street or Fairfield Avenue. Both accesses have double locked gates. At Forest School Street, a dropped kerb vehicle crossover is provided whereas the Fairfield Avenue access is less formal.
- 2.1.2 Forest School Street is a residential access road with a 5.5m wide carriageway and footways to each side, and appears to have been constructed recently. It connects to Station Road to the north of the site via Garrett Square and Needwood Avenue, both of which are also relatively new residential access roads of a similar standard.
- 2.1.3 Fairfield Avenue is a more established residential cul-de-sac and has a 5m wide carriageway and footways to each side. It connects with Station Road via Walford Road, which is also a residential access road and has a width of between 5.0m and 5.35m.
- 2.1.4 Walford Road has a general carriageway width of 6.0m with footways to each side.
- 2.1.5 Station Road together with Dovecliff Road, Claymills Road, Church Road, and Rolleston Lane form a local distributor route that provides direct access to the strategic road network. To the east, the route connects with the A38 and the A5121 at a grade separated junction; and to the west it connects with the A511 at a roundabout junction. Both these junctions can be sued to reach the A50.

2.2 Development Content

- 2.2.1 The planning application is for a residential development comprising 93 private houses (2-5 bedroom) and 7 affordable houses (2-3 Bedroom), along with associated landscaping and infrastructure.
- 2.2.2 The current development Masterplan is included in **Appendix A**.

2.3 Permanent Access Scheme

- 2.3.1 Vehicular access to the development would be at the north-western corner of the site and would form an extension of Forest School Street. The access would extend into the site as a spine road and would form a loop type arrangement from which the dwellings would be served directly or from culs-de-sac or private drives. A secondary emergency access link would also be provided at the north-eastern corner of the site that would connect the spine road with Fairfield Avenue via a smaller driveway. Access to the site from this location would be controlled by means of removable bollards.
- 2.3.2 Pedestrian access to the residential developments would be via 2.0m wide footways extending into the site from the Forest School Street. A 1.8m wide footway would also be provided adjacent to the emergency access.
- 2.3.3 The permanent access arrangements are shown on the Masterplan Drawing in Appendix A.



2.4 Construction Phases

- 2.4.1 Following discussions with Staffordshire County Council (SCC), it has been agreed that all construction vehicles will enter the site from Fairfield Avenue and leave the site at Forest School Street. Car parking areas would be provided within the site for construction staff and construction-related vehicles, thus avoiding the need for any such vehicles to park on Forest School Street, Fairfield Avenue or Walford Road. This will be enforced by SCC during the site's hours of operation using a temporary traffic regulation order (TTRO). Drawing T18072/SK04 presents an overview construction traffic access strategy for the site.
- 2.4.2 Residents will be contacted prior to works commencing and will be provided with a copy of the CTMP, which includes the standard working hours at the site.
- 2.4.3 The emergency access link would then be completed as far as a compound area(s) within the site, which would be of sufficient size to accommodate parking for all required construction personnel, storage of materials and plant, loading/unloading space for deliveries, etc. (see below).
- 2.4.4 The main construction phases would commence following completion of the emergency access link and compound. During all phases, no construction-related vehicles would be permitted to park or wait on any part of the existing highway network outside the site.
- 2.4.5 The access road would be progressively extended into the site, thus providing access to all areas of scheme for construction.



3.0 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

3.1 Hours of Operation

- 3.1.1 The standard working hours for the site enabling works and construction are expected to be as follows:
 - Monday to Friday: 07:00 to 17:30.
 - Saturday (if requested by the contractor and agreed with Bellway Homes): 08:00 to 14:00.
- 3.1.2 Works required outside these "normal hours" will be restricted to exceptional circumstances.
- 3.1.3 Day-time working on Saturdays might be required during the busier construction periods, but this shall be restricted to the hours of operation identified above. No work shall take place on Sundays or public holidays other than in exceptional circumstances.
- 3.1.4 Heavy Goods Vehicle (HGV) deliveries shall be timed to take place outside the normal highway peak periods.

3.2 Site Compounds

- 3.2.1 It is envisaged that as the development is built out, a site compound area will be allocated for each phase of construction. The site compound locations and details are to be provided in the CMP.
- 3.2.2 Each compound would provide space for the storage of skips, materials, site offices, parking areas, and so on. These would be located and laid out so as to avoid any requirement for delivery/collection vehicles to load, unload or queue on Fairfield Avenue. The compound boundaries would be clearly defined by a temporary but secure and robust fence. Access to each compound would be clearly signed on the approach and further signage would be provided within the compound to guide delivery vehicles to the correct loading/unloading point.

3.3 Construction Traffic Access

- 3.3.1 Throughout the main construction period, all traffic will enter the site via the Fairfield Avenue access and leave via the Forest School Street access.
- 3.3.2 Vehicles will be directed to the relevant compound by means of internal signage. Each compound will provide sufficient space for delivery and other vehicles to gain access, turn and leave in a forward direction. A banksman will be used to minimise the possibility of accidents, particularly if a vehicle is required to reverse, or the turning movement is tight.
- 3.3.3 Construction of the access road would be governed by a suitable legal agreement with SCC. It is not expected that any significant disruption of the existing highway network would occur during this phase, although temporary traffic management is likely to be required during the construction of the access link. This may require temporary access through the Forest School Street entrance for light vehicles only. Any vehicles entering the site would be routed to a parking compound area close to the access.
- 3.3.4 Temporary car parking areas will be provided within the site for residents' cars at both access points. In addition, SCC will enforce a temporary Traffic Regulation Order (TRO) along Fairfield Avenue,



Forest School Street, Garrett Square and Needwood Avenue to prevent vehicles parking on these routes during the construction site hours of operation.

- 3.3.5 A full method statement would be provided within the CMP to identify the following matters during the access road construction phase:
 - Programme of work and duration of any road width restrictions, footway closures, etc.
 - Measures to be installed to guide pedestrians safely around the road works area.
 - Locations where construction-related vehicles will not be permitted to park.

3.4 Construction Traffic Routes

- 3.4.1 It is proposed that all HGVs delivering or collecting materials will be directed to use the strategic route from either the A38 to/from the east or the A511 to/from the west. From the A38, traffic would access the site via Claymills Road, Dovecliff Road, Station Road, Walford Road and Fairfield Avenue. The total distance from the A38 is approximately 1.3 miles (2.1km).
- 3.4.2 From the A511, traffic would access the site via Rolleston Lane, Church Road, Station Road, Walford Road and Fairfield Avenue. The total distance from the west is approximately 2.2 miles (3.6km).
- 3.4.3 In both cases, vehicles would leave the site via Forest School Street to re-join the A511 via Garrett Square and Needwood Avenue.
- 3.4.4 The proposed routes are illustrated on drawing **T18072/SK01**.

3.5 Construction Traffic Flows

- 3.5.1 The Developer forecasts that the maximum number of HGVs visiting the site would not exceed 8 per day, during the main construction period. This equates to an average of below 1 vehicle per hour over the normal working day and excluding the school peak periods, where there would be no arrivals or departures. As such, construction delivery vehicles are not expected to give rise to significant impacts on Walford Road or Fairfield Avenue. Vehicles will be of various types, sizes and weight restrictions.
- 3.5.2 It is forecast that up to 20 staff would be required on-site to construct dwellings during the busiest phase and of the construction period. The majority of these would arrive before the AM peak hour (08:00-09:00) and would leave during the PM peak hour (17:00-18:00). It is further assumed that all would arrive in a single car, in the worst-case scenario, thus generating a requirement for 20 on-site staff car parking spaces. The location of staff parking areas are to be confirmed in the CMP.
- 3.5.3 It is not anticipated that construction activities would give rise to significant movements of large HGVs during the critical weekday peak hours, with deliveries of plant and materials to the site made off-peak.
- 3.5.4 Taking the above assumptions into account, the maximum peak hour construction traffic forecasts to be accommodated at the access and along the adjoining roads are as follows:
 - Early morning (07:00 08:00) 20 cars or light vans inbound.
 - AM Peak Hour (08:00-09:00) no significant traffic.



- Inter-peak hours (09:00-15:00) 8 HGV deliveries in and out = under 2 HGV movements per hour.
- PM peak hour (17:00-18:00) 20 cars or light vans outbound.
- 3.5.5 The total number of additional movements along Walford Road and Fairfield Avenue would therefore not exceed 20 cars/light vans and 8 HGVs per day. The same number of vehicles would use Forest School Street, Garrett Square and Needwood Avenue when leaving the site.

3.6 Abnormal loads

- 3.6.1 The use of large low-loader vehicles will be limited to the delivery and removal of earth-moving machinery (mainly large dump trucks) at the start and end of the main development construction period. It is anticipated that all other deliveries will be made using normal-sized rigid or articulated delivery vehicles.
- 3.6.2 **Drawing T18072/SK02** shows a swept path analysis of a vehicle entering the site via the Fairfield Avenue/Walford Road access route. **Drawing T18072/SK03** shows a swept path analysis of a vehicle leaving via the Forest School Street/Garrett Square/Needwood Avenue egress route. In both cases, the vehicle shown is the largest construction vehicle that is anticipated to use the access.

3.7 Management of Construction Personnel

- 3.7.1 Most construction workers employed at the site are expected to arrive by car, light van or minibus.
- 3.7.2 Most construction staff would be expected to arrive at the site before that start of the normal working day at 07:00, and to leave the site after 17:30. The resulting vehicle movements associated with construction would therefore substantially take place before and after the busiest periods on the adjacent highway network, thus reducing the traffic impact of construction staff vehicles. This would also ensure that school peak hours are avoided.
- 3.7.3 No cars or construction vehicles will be permitted to park on the public highway along Walford Road, Fairfield Avenue, Forest School Street or adjacent roads within the local area. Parking for construction staff vehicles will be provided in designated parts of the site compound.
- 3.7.4 Access for personnel arriving on foot would be via dedicated safe walking routes to be identified in the CMP. Within the site, a signed pedestrian corridor would be identified and separated from traffic and construction activity by suitable temporary fencing. Within the compounds, safe pedestrian routes would also be clearly identified by means of appropriate fencing and/or signage.

3.8 Management of Construction Debris

3.8.1 Responsibility for monitoring of conditions and assessing the need for control measures would rest with the developer. If necessary, a road sweeper vehicle would be deployed to ensure that all Walford Road, Fairfield Avenue, Forest School Street, Garrett Road and Needwood Avenue are kept clear of any mud or debris that does leave the site or is dropped from passing vehicles, as might occur in adverse weather conditions.

3.9 Recycling Measures

3.9.1 During the construction period, materials will be recycled wherever possible.



3.9.2 The site layout will be designed to optimise the cut and fill requirements on the site and it is not anticipated that the construction phases will require the removal of large quantities of waste material. Excavated materials considered suitable for re-use will be distributed across the development area. Any surplus or unusable material would be stored at a separate location within the boundary of the site, to be determined.

3.10 Mitigation

3.10.1 During all of the site preparation and construction works, dust suppression techniques will be employed to include the use of water bowsers during sustained periods of dry weather.



4.0 IMPLEMENTATION AND MONITORING

4.1 CTMP Implementation

- 4.1.1 In order to successfully implement the routing and traffic management strategies described in this CTMP, the following measures are proposed:
 - Information will be provided to all construction and delivery contractors to ensure that all drivers travelling to and from the construction site understand the designated access and egress routes to be used.
 - Where it is considered appropriate to reinforce this measure, temporary signage may be provided on the routes from the A38 and A511 or the surrounding highway network at key junctions to ensure that construction traffic does not deviate from the allocated route. The need for and extent of such signage will be subject to further discussions and agreement with SCC in its capacity as local highway authority.
 - A temporary TRO and associated signage would be implemented along Fairfield Avenue, Forest School Street, Garrett Square and Needwood Avenue to prevent vehicles parking during our hours of operation.
 - The Developer or their contractors will procure/hire a road sweeper, which will be operated as required to remove debris from Walford Road and Fairfield Avenue.
 - Any damage to the carriageway or footways along Fairfield Avenue will notified to SCC and reinstated without delay.

4.2 CTMP Monitoring and Review

- 4.2.1 To ensure that this CTMP is implemented on a continuous basis and remains effective in meeting its prescribed objectives, it will be monitored and enforced throughout the construction period. The following strategy is proposed:
 - A nominated contact shall be provided to the highway and planning authorities, who shall
 be responsible for over-seeing the implementation of the CTMP and dealing with any
 questions or issues that arise.
 - The contact is likely to be a member of staff employed by the Developer. At all times, that named individual shall be the single point of contact for SCC the residents of the local area and relevant external stakeholders such as the local bus operators.
 - Details of the nominated CTMP contact will be notified to SCC prior to commencement of any construction. Any changes to the personnel undertaking this role shall be notified as soon as reasonably practical.
 - The Developer shall regularly monitor on-road parking activity by construction personnel within the site and provide additional notices and publicity if required to prevent such parking.
 - The Developer shall maintain a daily log of all road sweeper activity for inspection by SCC as and when required.

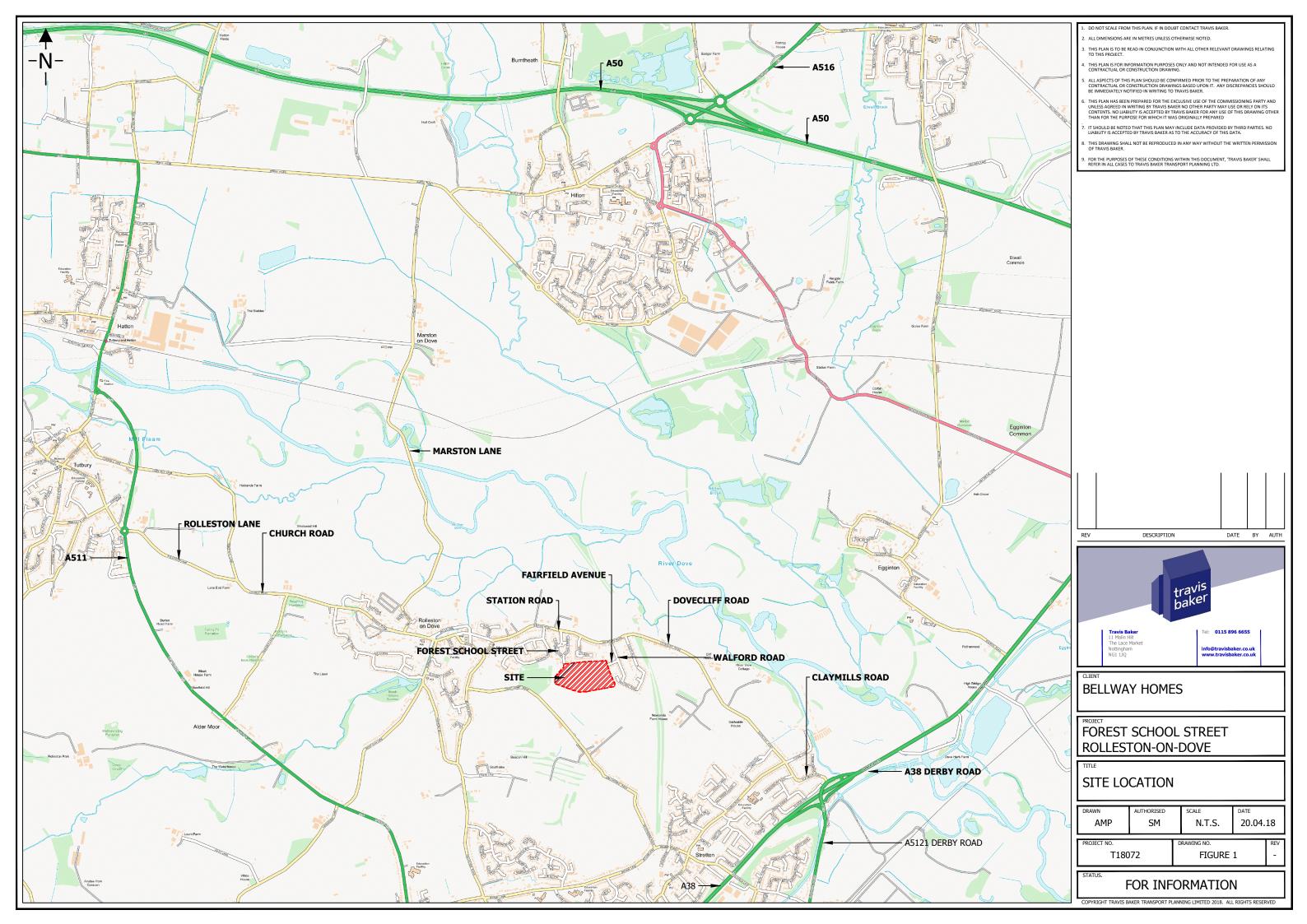


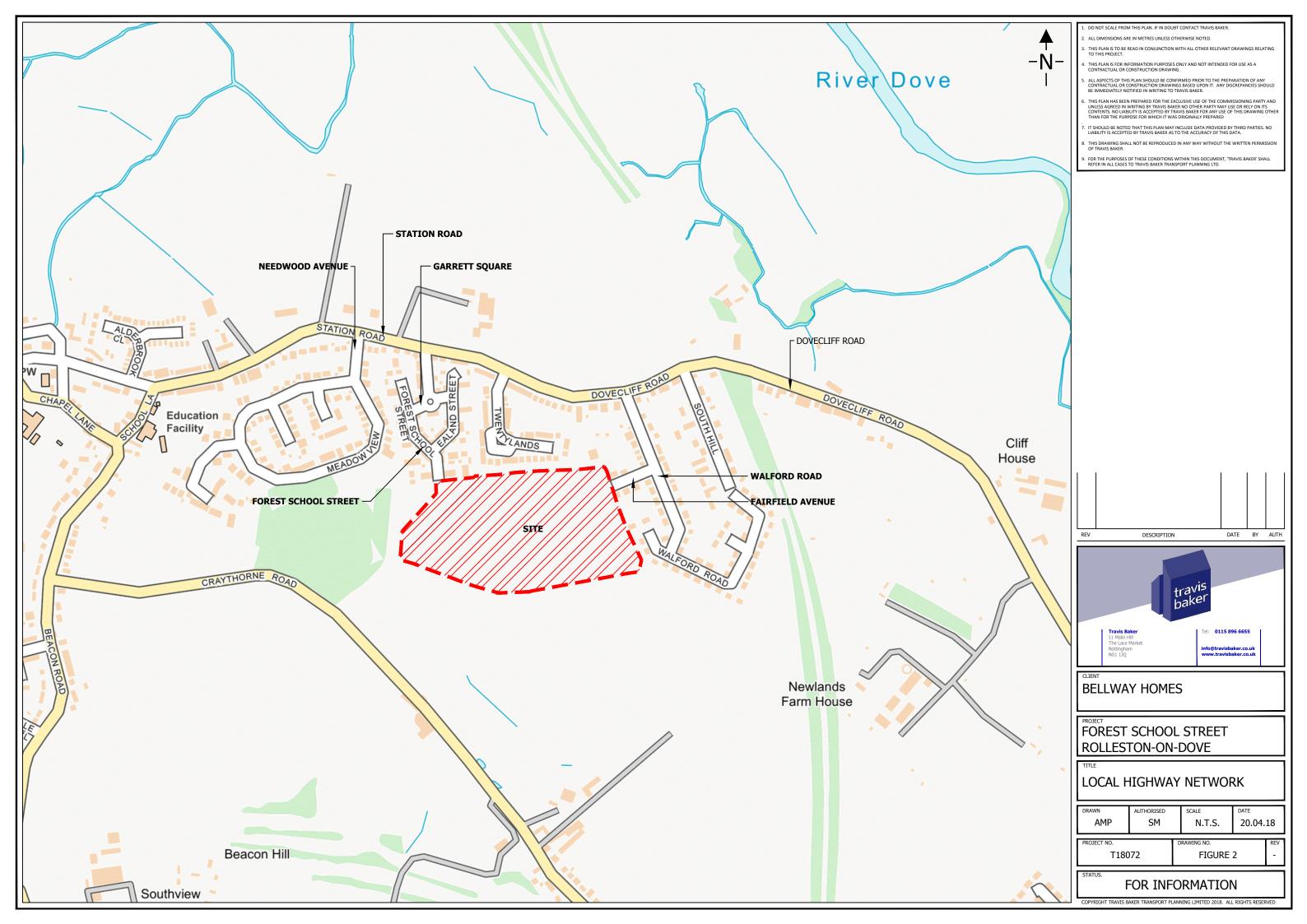


4.2.2 The CTMP shall be reviewed by the Developer periodically and any required changes shall be submitted to SCC for approval.



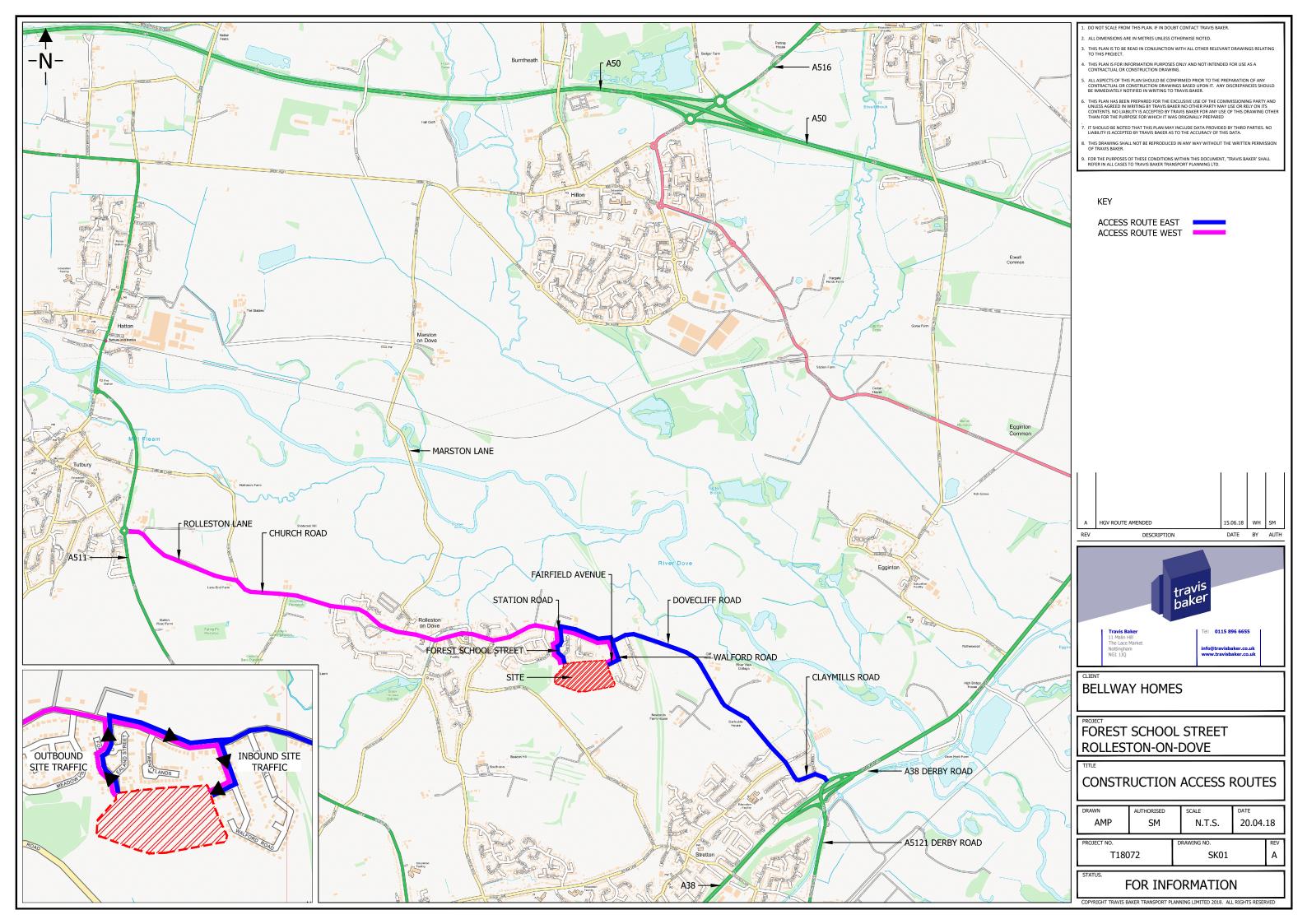
Figures

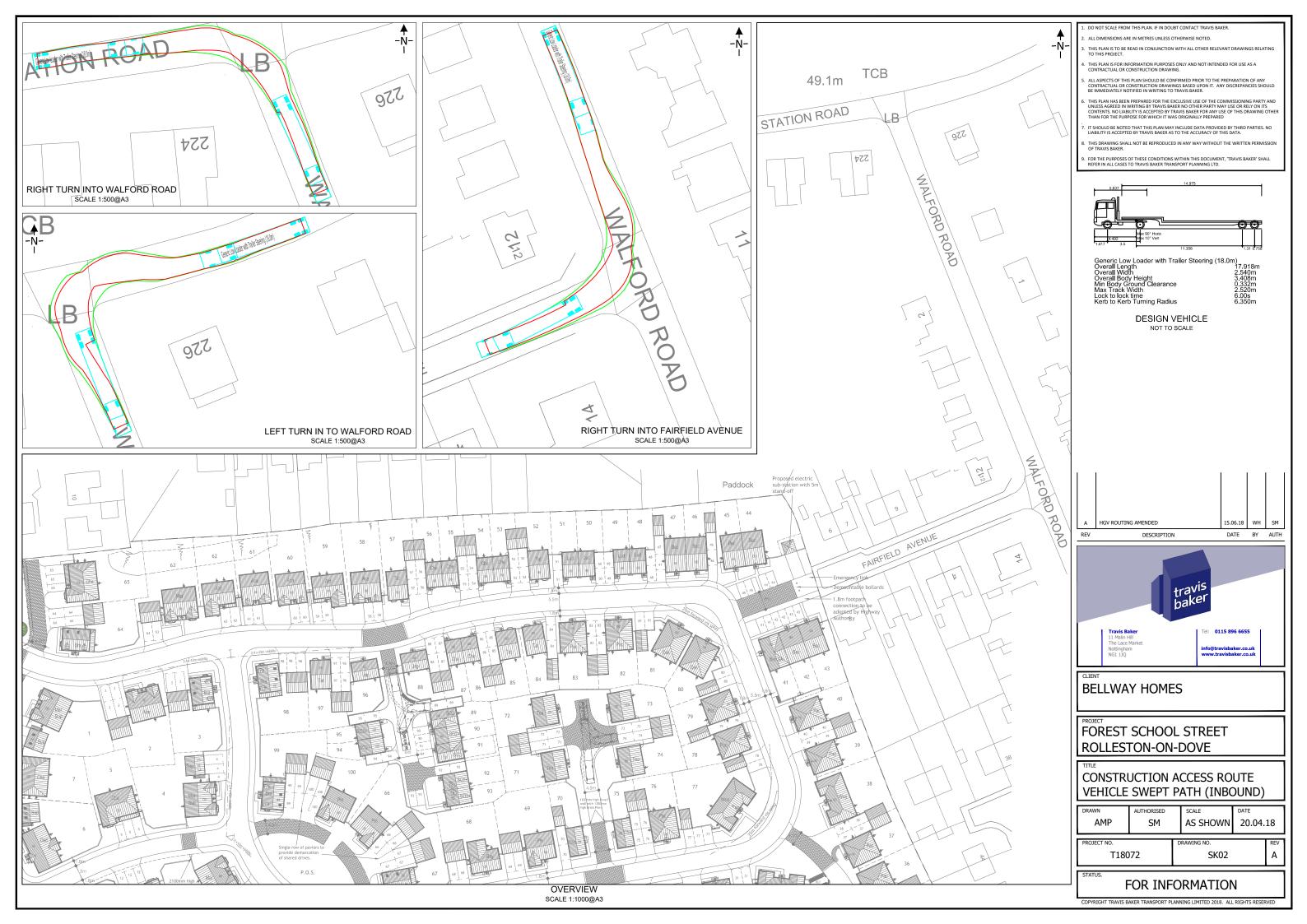


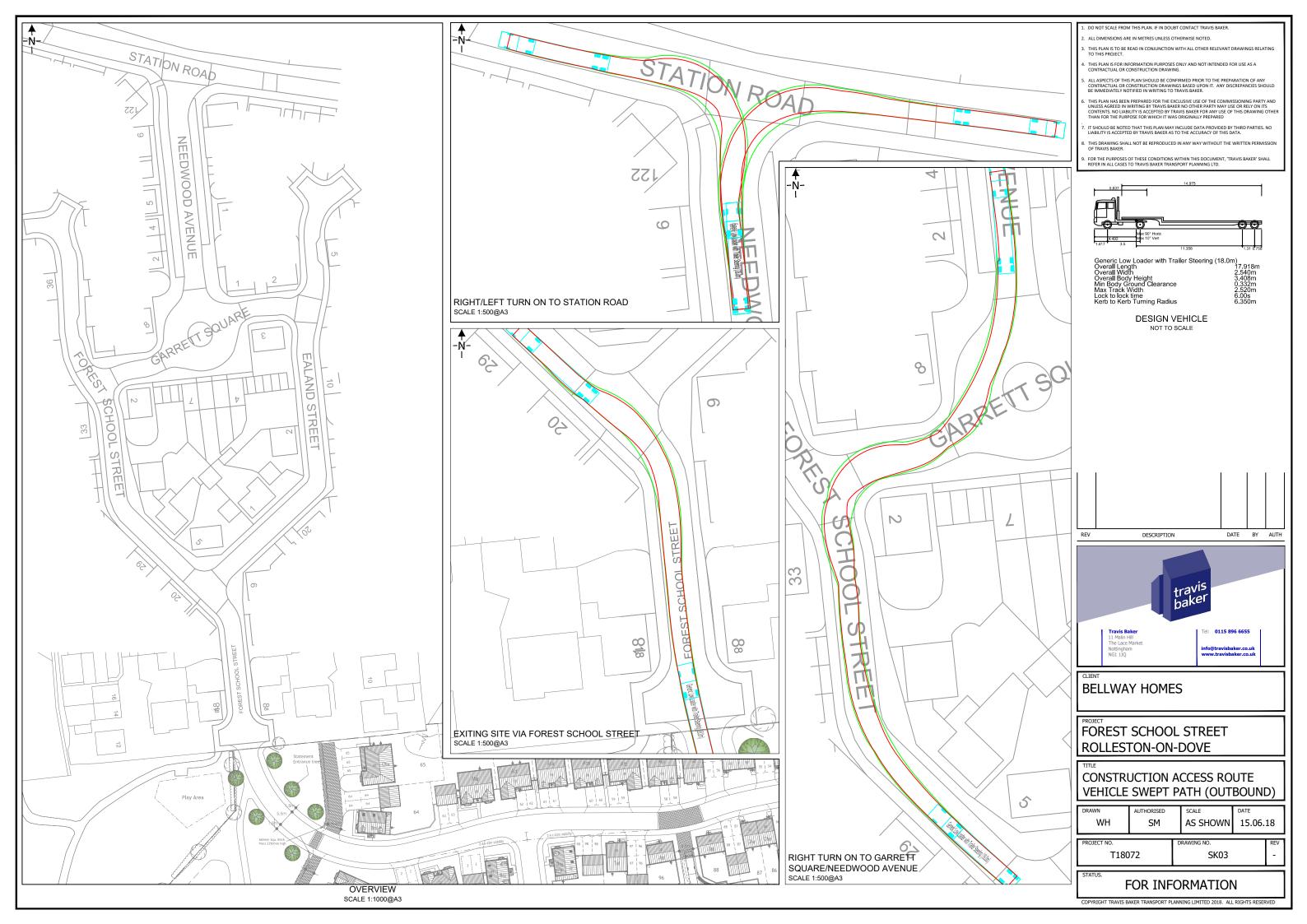


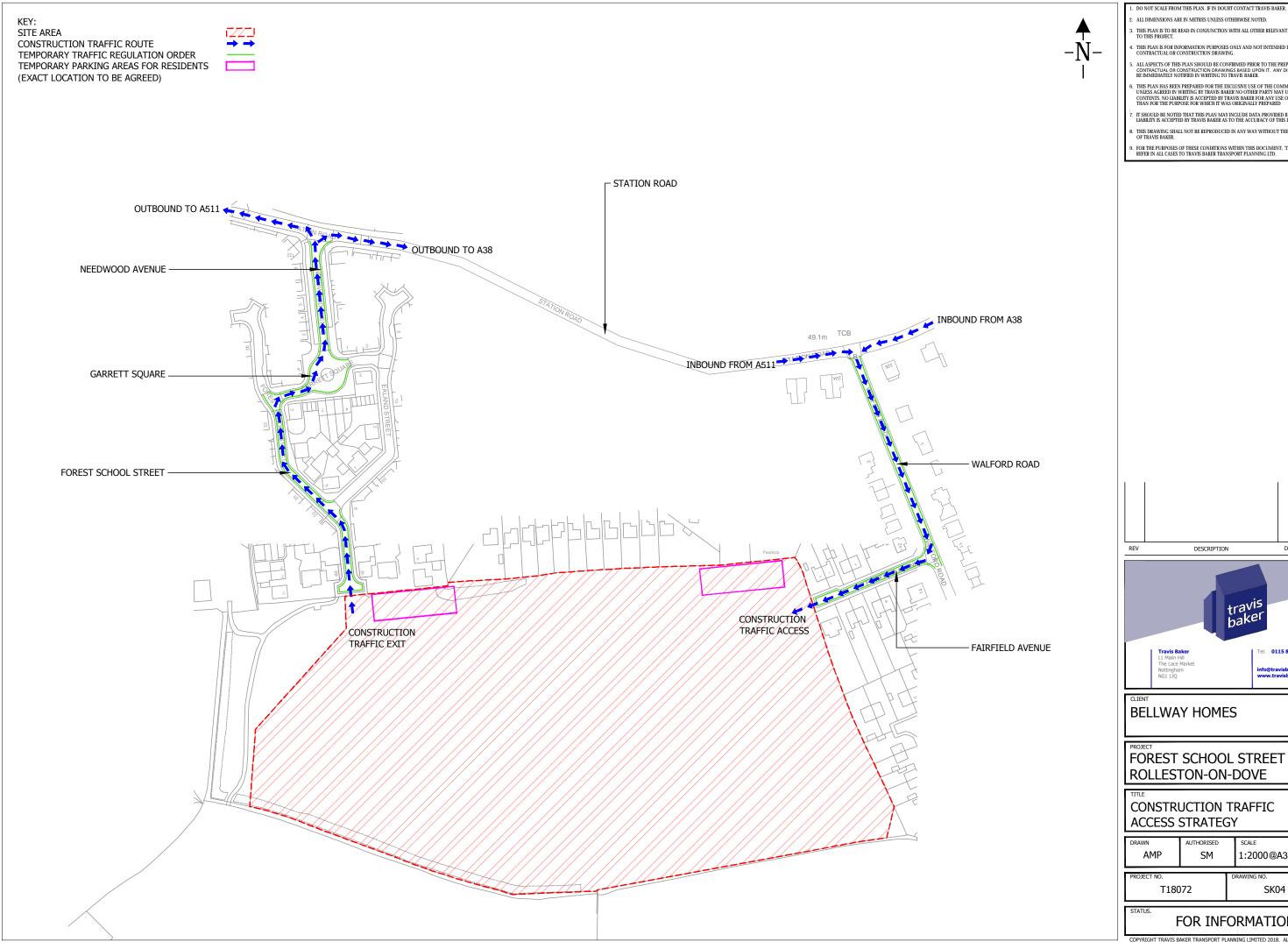


Drawings









- THIS PLAN IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS RELATING TO THIS PROJECT.

- THIS PLAN HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE COMMISSIONING PARTY AND UNLESS AGREED IN WRITING BY TRAVES BAKER NO OTHER PARTY MAY USE OR RELY ON ITS CONTENTS. NO LABELITY IS ACCEPTED BY TRAVES BAKER FOR ANY USE OF THIS DRAWING OTHEI THAN FOR THE PURPOSE FOR WHICH IT WAS ORIGINALLY PREPARED
- S. THIS DRAWING SHALL NOT BE REPRODUCED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF TRAVIS BAKER.

DATE BY AUTH

CONSTRUCTION TRAFFIC

DRAWN	AUTHORISED	SCALE	DATE
AMP	SM	1:2000@A3	19.06.18

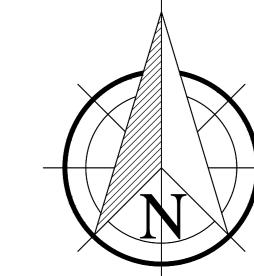
FOR INFORMATION

COPYRIGHT TRAVIS BAKER TRANSPORT PLANNING LIMITED 2018. ALL RIGHTS RESERVED



APPENDIX A: Development Masterplan

SITE LAYOUT





X FOR COMMENT PRELIMINARY ISSUE TENDER ISSUE CONSTRUCTION ISSUE AS BUILT Fencing - boundaries Fencing - plot boundaries Personnel Access Gate Block paving - Permeable - (No Vertical Deflection) - See Separate Materials Layout -See separate Detailed Landscape Proposals Existing Trees / Hedging to be retained Existing Trees / Hedging to be removed Primary House Entrance 'AS' - As Drawn 'OP' Opposite hand 'R' - Rented 'SO' Shared Ownership Electric Sub Station Blockwork Feature in Highway (No Vertical Deflection) **Root Protection zones** Rev E - 2018-03-15 House type Bromley renamed to Bransford. Marlbrook Supreme note on footprint as Mar Sup. Plot 4 text re-aligned. POS fence note omitted. Survey fence amended. OS image omitted. Plot 44, 45 80 & 81 minor repositioning to improve rear access pathways. Existing fence to POS and Rev B - 2018-03-06 Trentham house type renamed to Tatlow. Longford house type renamed to Luddington. Block paving indicated to drives of plots 1 & 64/65. Shawbury house type renamed to Longford Bellway House, Relay Point, Relay Drive, Tamworth, B77 5F Tel: 01827 255755 Fax: 01827 255766 **ROLLESTON-ON-DOVE** PROPOSED SITE LAYOUT Banners Gate Civil, Structural & Architectural Design Services Cavendish House, 10-11 Birmingham Street, Halesowen, West Midlands B63 3HN Tel: 0121 687 1500 Fax: 0121 687 1501 E-mail: mail@bannersgate.com

X:\17073\dwgs\arch\Qurrent\Site Layouts\LAYOUTS\17073-2000E-Site Layout-100-2018-03-15

2000 E