



Appendix C

Traffic Management Plan



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1924

TRAFFIC MANAGEMENT PLAN (TMP)

Planning Reference Number:	DC/23/130987, DC130988LB
Planning Condition Reference:	Condition 4a, c(ii) & h
Client:	Horniman Museum and Gardens
Project Title:	Nature + Love Project
Project Address:	100 London Road, London SE23 3PQ
Local Authority:	London Borough of Lewisham
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Traffic Management

Prior to commencement a meeting will be held with the highways department of London Borough Lewisham to discuss and agree the proposed traffic management plan and logistic plan.

In preparing this section of the Traffic Management Plan (TMP) we have taken into consideration the following guidance documents: -

- London Borough of Lewisham Good Practice Guide
- TFL Construction Logistic Planning Guidance
- Construction Logistics and Community Safety (CLOCS) guidance

Prior to commencement of the works a meeting will be held with the Horniman Museum site management team to agree delivery arrangements. This is to ensure priority access is given to the Horniman Estate deliveries (estimate 10 per day).

There will be careful planning and programming of deliveries and strict control will be enforced. 48 hours' notice (two working days) must be given for deliveries and /or collections. Vehicles arriving out of sequence will be turned away. Special loads may require several weeks' notice pending Horniman Estate and Local Authority approval.

The contractor will endeavor to ensure that all heavy vehicle traffic is limited to times outside of rush hour, Monday to Friday. Construction vehicle movement will also be carefully planned and coordinated to avoid the AM and PM school drop off and collections. This will reduce congestion and safeguard pedestrians.

To ensure all contractors, delivery companies and visitors are aware of the traffic routes and restrictions, several methods will be implemented. This will include written briefings sent to delivery companies at the time of the orders being placed and verbal briefings within the site induction to all contractors and visitors to site.

Safety of cyclists is of paramount importance and all vehicles entering and exiting the site will fully comply with CLOCS, the requirement for vehicular safety equipment. Deliveries will abide by London standards recommended by the Construction Industry Cycling commissioning manifesto.

Traffic Marshal(s) will be provided to control site deliveries for both arrival and departure of all delivery vehicles. All delivery companies will be encouraged to become members of FORS in accordance with the TfL Construction Logistics Planning guidance for deliveries in London.

The Traffic Marshals will be fully qualified (Site Access Traffic Marshal qualification as a minimum) and will be always on duty during loading and off-loading activities to ensure that vehicles and pedestrians passing the site entrances do so in a safe manner.

All vehicles will enter the site in a forward direction and exit in a forward position. No reversing will be allowed onto the public highways. Vehicles will not be permitted to stack up. The construction vehicles will not block London Road or Horniman Drive.

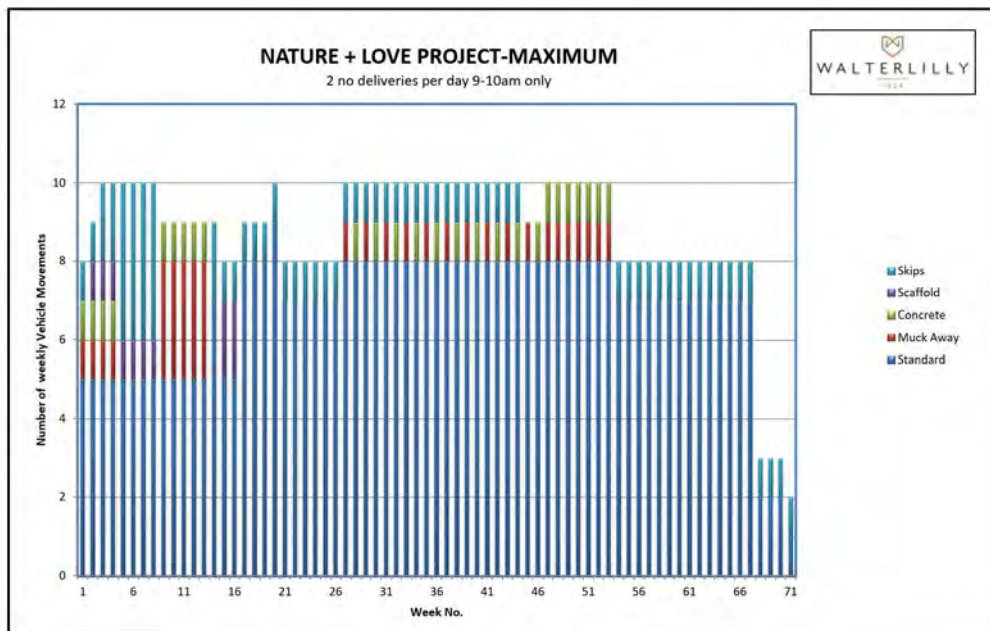
Large deliveries and vehicles access will be made via the London Road gated entrance and access roads as shown on drawing NLP-FF-00-XX-DR-A-00119 shown below.

Smaller deliveries will be made via Horniman Drive entrance. All deliveries via Horniman Drive will be between 9-10am to avoid any disruption to residential areas.

At both London Road and Horniman entrances used by pedestrians there will be pedestrian management provided by the Traffic Marshals. All contractor site deliveries will be escorted through the site to ensure safe transit of the deliveries and a bankman will supervise any off-loading operations.

See below traffic movement histogram that provides weekly numbers of vehicles thus indicating maximum weekly traffic movements during the construction period.

Traffic Movement Histogram-Maximum
(Delivery Slot 9-10am)



Indicative types of on-road vehicles arriving and departing the site are as follows: -

- 9.11m (6) wheeled rigid "muck-away lorry
- 6.65m (4) wheeled rigid small Flat bed with Hiab delivery lorry
- 5.2 m (4) wheeled general delivery van.
- 8.73m (6) wheeled rigid ready mix concrete lorry
- 7.90m (4) wheeled skip lorry

See Indicative on-road vehicle data Appendix A.

All on road vehicles will comply with the Ultra Low Emission Zone (ULEZ) vehicle emission standards as a minimum. Evidence that contractors and suppliers have been contacted and their responses to the applicant in respect to the use of ULEZ compliant vehicle a ULEZ vehicle compliance form for the construction works will be issued to the London Borough of Lewisham Council monthly by e-mail. The use of Ultra-Low Emission Vehicles (ULEV) (e.g., Electric, Hybrid (Electric-Petrol) where possible will be encouraged at the procurement stage of the tender for these services.

The contractor will actively work with suppliers that can provide electric or hybrid vehicles. Subcontractors will be required to comply with the emission hierarchy where practicable. A software platform will be used to monitor the carbon footprint of deliveries, tracking the start, finish location and means of transportation. The ULEZ vehicle emissions compliance will be monitored monthly log sheet (See Appendix C).

All deliveries to site will be undertaken with full regard paid to:

- Reduction and control of plant movements
- All vehicles to be directed by a competent person
- Pedestrian and vehicle directional signage – suitable barriers will be erected to prevent pedestrian crossing the site entrances when deliveries are taking place.
- Mobile plant will only be operated by a competent person with a bank's person in attendance to any movements.

Consultation with the local authority of the London Borough of Lewisham will continue throughout the project to ensure:

- Construction methods minimise the potential impact on nearby residents. These include liaison with the residents on a regular basis and coordinate work to minimise disruption to residents, use of low emissions site plant equipment, limiting the amount of traffic movement to and from the site. Keeping dust and noise to a minimum by using noise and dust control measure (See AQDM plan).
- Maintenance of the existing public highway by using both London Road and Horniman Drive entrances. If one access route was to become blocked or unusable for third party reasons there is always a second access available.
- Segregation of all pedestrians, public or employees, on or in the vicinity of the site through the use of safe access routes and employment of Traffic Marshals.

Indicative Non- Road mobile machinery (NRMM) types for site use as follows: -

- Telehandler-Material distribution
- Mini Excavator-Earthworks
- Dumper-Earthworks
- Spider crane-Lifting

See Indicative (NRMM) data Appendix B

All non-road mobile machinery (NRMM) will comply with Stage IV Emission Standards (or the latest standard if the GLA requirements change) as a minimum if equal to or over 37kW. Where compliance with Stage IV requirements is not achievable or practical, an exemption will be sought from the GLA prior to arrival of the equipment on site.

The contractor will actively work with suppliers that can provide electric or hybrid vehicles. Subcontractors will be required to comply with the emission hierarchy where practicable.

The NRMM emissions compliance form will be monitored monthly (See Appendix D)

Appendix A

Indicative Plant Data sheets-Road-Examples

Note: -All suppliers will apply the emissions hierarchy relating to on-road Ultra Low Emissions Zone (ULEZ) compliant vehicles namely (1) Electric; (2) Hybrid (Electric-Petrol); (3) Petrol; (4) Hybrid; (Electric-Diesel) Diesel; (Euro 6 and Euro VI)

