RIDGE

FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN

OXFORD UNITED FOOTBALL CLUB NEW STADIUM DEVELOPMENT

February 2024

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CONTENTS

1. INTRODUCTION

1.1. Background

1.1.1. Ridge and Partners LLP is appointed by Oxford United Football Club (hereafter 'OUFC') to provide transport advice in support of their proposal to develop a new stadium development at 'Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle' ('the Site'). The capacity of the stadium on match days is 16,000 people and will also include flexible commercial and community facilities for conferences, exhibitions, education and other events. These community facilities to support the stadium include a club shop, public restaurant, café/bar, health and wellbeing facility/clinic, gym, and a 180-bed hotel.

1.1.2. This Construction Traffic Management Plan (CTMP) serves to provide an overview of the expected logistics activity and management during the construction phase of the scheme. The overall objective of CTMP is implement policies and procedures to manage the construction.

1.1.3. At this stage this document provides framework for planning purposes and expected that a final CTMP will be prepared post planning when the construction contractor is known. It is expected that the preparation of the final CTMP will be conditioned.

1.1.4. The structure of this Report is as follows:

- Chapter 2 provides background information regarding the site including existing and proposed land use, highway network and public transport network;
- Chapter 3 summarises the construction details including construction programme, vehicle movements, site management and plant and material storage;
- Chapter 4 details traffic management for the construction period including management of deliveries and collections;
- Chapter 5 summarises the key policy surrounding CTMPs and sets out best practice schemes;
- Chapter 6 sets out the monitoring, compliance and reporting for the construction period and management of the CTMP.

2. SITE INFORMATION

2.1. Site Location

2.1.1. The Site is approximately 6.4ha and comprises of inaccessible scrub and commercial willow plantation situated at 'Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle' (hereafter referred to as the 'Site'). See **Figure 1**. below.

Figure 1 Site Location

2.2. Existing and Proposed Land Use

2.2.1. The Site is bound by Kidlington Roundabout to the north, Oxford Road to the north-east, Frieze Way A4260 to the west and a block of woodland to the south, with further agricultural land beyond. The Site is also bound by a number of site allocations within the adopted Local Plan, namely Allocated Site PR6b (residential development of 690 dwellings) to the south-east, Allocated Site PR6c (for the potential construction of a golf course should this be required as a result of site PR6b) to the south-east, and Site Allocation PR7a (for 430 dwellings, an extension to Kidlington Cemetery and 11 hectares of land to provide formal sports/green infrastructure for the development and for the wider community) to the north-east.

2.2.2. The Site is located in a highly accessible location, adjacent to the strategic highway network as well as Oxford Parkway Railway Station and Park and Ride. It is therefore accessible by a range of transport modes.

2.3. Local Highway Network

2.3.1. The Site is bound by Kidlington Roundabout to the north, Oxford Road to the north-east, Frieze Way A4260 to the west and A34 to the South.

2.3.2. The site is currently accessed via a field gate from Oxford Road. The main access will be left in left out via Frieze Way A4260 which is a dual carriageway road with national speed limit.

2.3.3. A4260 Frieze Way is a dual carriageway subject to the national speed limit, which reduces to 40mph on the approach to Stratfield Break and the Kidlington Roundabout. Frieze Way connects to the A44 at Loop Farm roundabout and to the A34 at the Peartree roundabout/interchange via the A44. OCC has committed proposals to improve Kidlington roundabout, Loop Farm Roundabout and the Peartree interchange. At the time of writing, work in underway at Loop Farm and Peartree but work has yet to start at the Kidlington roundabout.

2.3.4. Oxford Road is a single carriageway road subject to a 40mph speed limit past the Site. Oxford Road connects to the A40, North Way in the south at the Cutteslowe Roundabout and to Kidlington via the Kidlington Roundabout in the north. There are currently shared footway and cycleways on both sides of the carriageway past the Site.

2.4. Public Transport – Bus

2.4.1. Within 500 m or a 6 minutes' walk (1.4m/s) of the Site there are bus stops on Oxford Road (Oxford Parkway Stop E (NB) and Oxford Parkway Stop D (SB) and Bicester Road (NB and SB). These stops provide access to number of regular services connecting the Site to Oxford, Bicester and Kidlington as detailed in **Table 1**.

Table 1: Summary of bus routes operating within close proximity to the re-development site.

BUS STOP	SERVICE	ROUTE	APPROXIMATE FREQUENCY	BUS OPERATOR
Oxford Road	2/2A/N2	Kidlington - Oxford	15 minute Weekdays and Sat, 30 minute on Sunday and Night	Stagecoach
	S5	Oxford -Bicester	Every 20 minute Weekdays, 30 minute on Sunday and hourly weekday Night	Stagecoach
	S7	Witney – Oxford	Every 30 minute weekdays	
	City 700	Kidlington – Thornhill P&R	30 minute Weekdays	Oxford Bus Company
	7 Gold	Woodstock- Oxford	30 minute weekdays and weekends	Stagecoach
	S4/H4	Oxford - Banbury	Hourly Weekdays	Stagecoach
Bicester Road	24	Bicester – Oxford	Every two hours weekdays and Sat	Grayline Coaches
	S5/NS5	Oxford - Bicester	20 minute Weekdays and Sat, 30 minute on Sunday and hourly weekday Night	Stagecoach

Timetables correct as of October 2023.

2.5. Public Transport – Park and Ride

2.5.1. There are five Park and Ride sites within Oxford, the closest of which is Oxford Parkway Park and Ride which lies adjacent to Oxford Parkway Station, 430 spaces will be available at the car park owned by OCC for general use.

2.5.2. Bus service 700 which operates past the site and provides connection to Thornhill Park and Ride (1,335 spaces) to the east of Oxford on the A40.

2.5.3. Park and Bus tickets are available which includes parking for up to 16 hours and bus travel towards Oxford City Centre. The tickets are vailed for one return journey to and from the Oxford Parkway and cost £4 for parking for a single driver or £5 for a driver and a passenger. Children under the age of 16 travel for free when accompanied by a fare paying adult.

2.5.4. The Peartree Park and Ride, located next to the Peartree roundabout and A34 and A44 approximately 2.4km from the site. Offering 1,035 spaces, park and bus tickets are available similar to Oxford Parkway, or separate parking only tickets for up to 72 hours.

2.6. Rail Services

2.6.1. Oxford Parkway Station is located approximately 300m south-east of the Site, offering two services an hour to/from London Marylebone and Oxford, serving stations such as Bicester Village,

Haddenham & Thame Parkway and High Wycombe. These trains on the Oxford-Bicester Line are operated by Chiltern Railways. The station has step free access to all platforms and accessible ticket machines and toilets.

2.6.2. Oxford Parkway has a car parking facility and 150 secured cycle parking spaces on the station forecourt. The station has step free access to all platforms and accessible ticket machines and toilets.

2.6.3. Oxford station is served by Great Western Railway, Chiltern Railway and Cross Country services providing train services to/from stations such as: Radley, Culham, Appleford, Didcot Parkway towards Reading and Tackley, Heyford, Banbury and Leamington Spa towards Coventry and Hanborough, Combe, Finstock, Charlbury towards Worcester.

2.6.4. From Oxford connections to Stratford Upon Avon, Birmingham and Stourbridge Junction can be made by changing services at Haddenham and Thame Parkway (Chiltern Railways). Connections to Taunton and Exeter St Davids and Guildford can be made by changing at Reading (GWR).

3. CONSTRUCTION DETAILS

3.1. Proposed Development

3.1.1. The planning application is for the development of a 16,000-capacity football stadium with additional ancillary uses as outlined in **Table 2**.

Table 2 Land Use

USE	AREA
Club Shop	315 sqm
Sports Bar	197 sqm
Restaurant	276 sqm
Hotel	180 rooms
Gym	698 sqm
Health and wellbeing centre	827 sqm

3.1.2. In addition, the development will incorporate a total of 184 car parking spaces, split between accessible parking (78) and standard parking allocation (104), coach bays (2) and motorcycle spaces. The site will also include capacity to secure 150 bikes. An additional cycle parking spaces will be available for use at Oxford Parkway Park and Ride.

3.2. Main Issues or Challenges with the Site

3.2.1. At this stage there are not considered to be any major issues or challenges with regard to the construction of the development as all construction will be contained within the Site.

3.2.2. The construction site lies on the edge of Kidlington. There are residential areas north of the Kidlington roundabout at the boundary of the Site and hence the operation and management of the construction site will require careful planning to avoid or minimise traffic through this area and on Banbury Road via Oxford.

3.2.3. The construction of the site may overlap with construction of adjacent development sites under The Cherwell Local Plan 2011-2031 (Part 1) Partial Review (LPPR), which provides for Cherwell's share of Oxford City's unmet housing needs, identifies six strategic housing sites. These PR sites surround the proposed Site and the contractor's operations will require co-ordination to minimise impacts.

3.3. Contractor Responsibility

3.3.1. The developer is aware of the challenges of this large and sensitive construction site and is committed to working closely with the Cherwell District Council and OCC to mitigate adverse impacts of the construction of the development. The appointed contractor would expect to attend regular working group meetings to discuss construction and particular opportunities to collaborate to minimise disruption caused by the construction process.

3.3.2. During the execution of the works, the Principal Contractor will be tasked with ensuring all works are carried out safely and in such a way it will not inconvenience pedestrians or other road users and with a positive consideration to the needs of the local residents, site personnel and visitors as well as the general public.

3.3.3. The project itself would be registered under the Considerate Constructors Scheme (CCS) that sets standards to be achieved for mitigating the impact of construction projects on the local area. The Principal Contractor will be responsible for ensuring that the individual CCS requirements are adhered to.

3.3.4. The developer is also aware of Construction Logistics and Cycle Safety (CLOCS) guidance and currently promote the Freight Operator Recognition Scheme (FORS) for all their other construction sites. More information on best practice guidance is given in Chapter 4.

3.4. Construction Programme

3.4.1. The construction programme associated with the proposed development will be in 6 stages and is expected to span 2 years. An indicative programme is set out below in **Table 3**.

Table 3: Indicative Construction Programme

ACTIVITY	APPROX START DATE	APPROXI END DATE
Enabling Works	August 2024	November 2024
Substructure	November 2024	April 2025
Superstructure and Envelope	February 2025	September 2025
Fitout	August 2025	March 2026
External Works	April 2025	February 2026
Completion Activities	November 2025	July 2026

3.5. Plant and Equipment

3.5.1. The types of vehicles visiting the site will change over the course of the works. An indication of the types of vehicles expected to visit the site is provided below in **Table 4**, the largest of which is likely to be a mobile crane.

Table 4 Plant and Equipment

PLANT/EQUIPMENT	ENABLING WORKS	SUB STRUCTURE	SUPER STRUCTURE	FITOUT	EXTERNAL WORKS	COMPLETION ACTIVITES
Dozer/Excavators/Breakers	✓	✓				
Piling Rigs		✓				
Generators	✓	✓	✓	✓	✓	✓
Compactor	✓	✓	✓			
Concrete Pump/ Plant		✓	✓	✓		
Works Trucks	✓	✓	✓	✓	✓	✓
Tower Crane	✓	✓	✓	✓		
Mobile Access Platforms			✓	✓	✓	✓
Wheel Washing Plant, Road Sweeper	✓	✓	✓	✓	✓	✓
Scaffolding			✓	✓	✓	✓
Specialist Pitch Installation Equipment				✓	✓	✓

3.6. Construction Vehicle Movements

3.6.1. Vehicle access arrangements and proposed routing of construction vehicles will be in line with guidance set out by CDC (Cherwell District Council) and OCC (Oxfordshire County Council). All construction vehicles (HGVs) will use the strategic road network to access the Site via Frieze Way with a left in left out arrangement.

3.6.2. Oxfordshire lorry map **Figure 2** shows that the A234 and A40 are both lorry routes for through movement and A44 is for local access. These are the main routes that construction vehicle would take to access the Site.

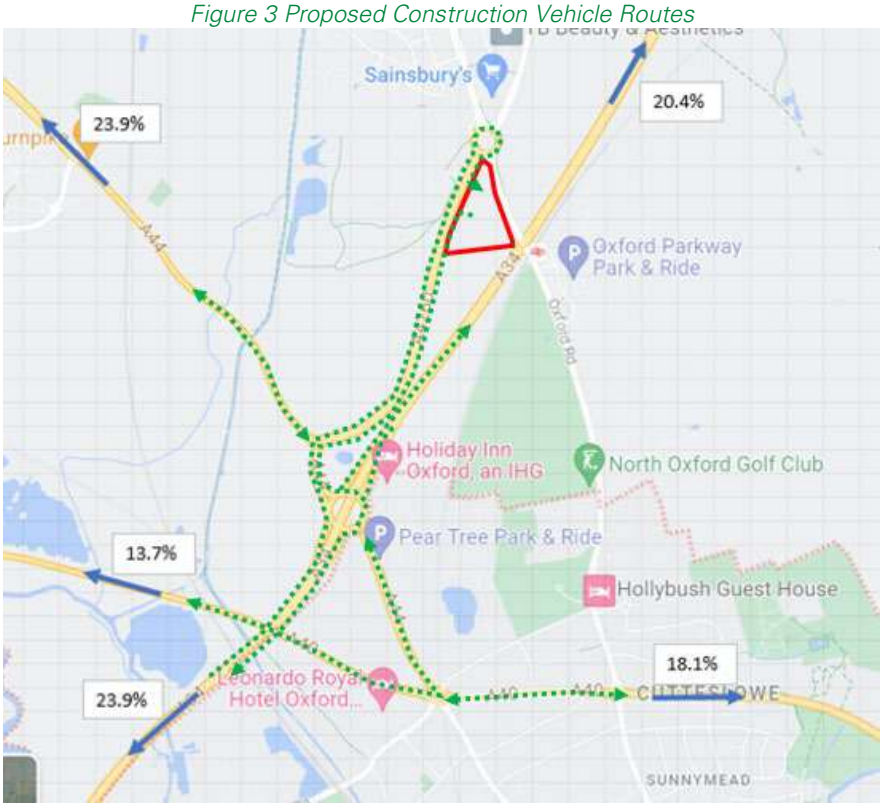
Figure 2 OCC Lorry Map

Source OCC

3.6.3. The identified access routes are based upon approaching vehicles primarily accessing the site from the A34 and A40. Construction Traffic has been distributed based on the distribution of HGVs (excluding buses) obtained from 2018 surveys provided by OCC. The routes to the Site and percentage of construction traffic is shown in **Figure 3.**

3.6.4. During Construction vehicle movements estimated at the access will be highest during peak construction period in 2025. There will be circa 38 AADT in 2024, 53 AADT in 2025, and 45 AADT in 2026 HGVs and circa 250 cars and LGV in 2025.

Figure 3 Proposed Construction Vehicle Routes



(Source Google Maps)

3.6.5. The proposed access to the Site Drawing 5018932-RDG-XX-XX-DR-HPL007-P01 and 5018932-RDG-XX-XX-DR-HPL007-P01 have been used to track the vehicles, large artic and a large Rigid, which are likely to require access to the Site.

3.6.6. It is assumed that all other vehicles accessing the site will be smaller and therefore more manoeuvrable. Tracking drawings are contained in **Appendix A.**

3.6.7. For the duration of the construction phase there will be a permanent banksman available on Site with the role of assisting construction vehicles to access the Site and if necessary.

3.6.8. It is expected that contractors will adhere to the following hours of working:

- Monday to Friday - 07:00 – 19:00;
- Saturdays – 08:00 – 18:00;
- Sundays and Bank Holidays – 08:00 – 13:00; and
- Other hours by exception and with prior agreement from the LPA.

3.6.9. These hours apply to any work causing noise that is audible at the Site boundary. On rare occasions, work outside these hours may be unavoidable. Any work outside of these hours will be subject to prior agreement with the planning authority in consultation with highway authority and relevant stakeholders with sufficient notice period given to consider the application.

3.6.10. All heavy and abnormal loads are required to notify CDC in advance of any abnormal load movement. The Council will check the proposed route to ensure its suitability for abnormal loads.

3.6.11. A vehicle will be classed as an abnormal load where one or more of the vehicle dimensions are exceed:

- 44,000 kilograms weight
- 2.9 metres wide
- 18.65 metres long

3.6.12. Hauliers should also contact the police for approval and to provide escort where necessary.

3.7. Site Management

3.7.1. A Vehicle Banksman will be the main point of contact for all vehicles wishing to access the Site. The banksman will meet vehicles either at the site compound and direct them as required.

3.7.2. The anticipated core working hours for construction traffic are as detailed in section 3.6.8.

3.7.3. Any work outside of these hours will be subject to prior agreement with CDC and relevant stakeholders with sufficient notice period given to consider the application.

3.7.4. Working hours will be agreed with CDC and would be conditioned as part of the discharge of the Planning Condition.

3.8. Plant and Materials Storage

3.8.1. All required plant and materials will be accommodated within the site compound. The Site will include:

- Location of welfare facilities;
- Location of site personnel;
- Location of construction materials storage;
- Location of construction plant and equipment storage;
- Location of construction waste storage;
- Location of fuel storage; and
- Location of wheel wash facilities (as appropriate).

3.8.2. All storage areas will be located away from surface water drains and other sensitive receptors.

3.8.3. The layout of the Site will be agreed with CDC if required. Water shall be supplied and to the site compound. Site will be powered by mains supply as soon as practicable.

3.8.4. Appropriate firefighting equipment shall be located around the Site to deal with any small, localized fires. The equipment shall be inspected on a regular basis.

3.8.5. Muster points and evacuation routes are to be in place, as well as designated smoking areas.

3.8.6. Safety signage and pedestrian areas will be clearly defined and displayed within the site compound.

3.8.7. Upon completion of the project, the compound and all temporary barriers are to be dismantled and the area reinstated.

3.8.8. Boundary hoarding will be erected 15m either side of the Site entrance and Heras fencing will be used to fence the roadside boundary of the Site where required for security and public safety.

3.9. Staff Travel

3.9.1. There will be on-site parking provided for staff / contractors during the construction phase. All Site staff will be encouraged to use sustainable modes where practical or car / van share.

3.9.2. The contractor will be required to consider operatives parking and the possible establishment of a Construction Travel Plan to include promoting travelling by public transport, car sharing initiatives and local parking options if necessary.

4. TRAFFIC MANAGEMENT

4.1. Main Construction Phase

4.1.1. During the main construction period all vehicles will access the site via the proposed access. There is sufficient turning room on site to allow vehicles to enter and exit without any reversing on the main carriageway.

4.2. Managing Deliveries and Collections

4.2.1. It will be the responsibility of the site manager to ensure that vehicles visiting the Site are dealt with in an efficient manner. Through the purchase agreements, suppliers will be requested to deliver or collect materials at set times which will be planned by the managers on-site.

4.2.2. A vehicle booking system will be utilised to manage and control deliveries to Site to avoid any possible queuing on Frieze way. This will help minimise deliveries during peak hours and minimise contractor arriving without prior notification. Deliveries will be restricted where possible to the inter-peak period, i.e., 09:30- 16:00 hours unless otherwise agreed with OCC.

4.2.3. For the duration of the construction phase there will be a permanent banksman available on Site with the role of assisting construction vehicles to access the Site and if necessary, with reversing.

4.2.4. Deliveries and collections will take place from the existing access to the Site from B4437. When deliveries and collections are being made to and from the Site the following controls shall be in place:

- All drivers must have a copy of a Traffic Management Plan prepared prior to construction to be accepted onto Site;
- All drivers must follow Traffic Management Plan;
- The banksman will oversee all traffic movements; and
- Appropriate warning signage will be put in place, in and around the Site.

4.2.5. Where possible, the site manager will contact the delivery driver on the morning of the delivery to verify the time of arrival and communicate any changes to the planned time to the management team and banksman. All vehicle drivers must contact the management team five minutes before arrival on Site.

4.3. Environmental Consideration

4.3.1. A Construction Environmental Management Plan (CEMP), which will set out the management practices and measures contractors should adhere to on site, and will be secured via condition. This will include mitigation/enhance measure for: landscape and visual, ecology and nature, cultural heritage and archaeology, noise and vibration, air quality, lighting, flood risk and drainage, socio-economics, climate change, waste, major accidents/disasters, as well as a Construction Traffic Management Plan (CTMP).

4.3.2. The Final CTMP will set out agreed routes to and from the Site for construction vehicles, together with details of any relevant mitigation measures, designed to minimise any effects associated with the construction works. This will also include relevant signage in the surrounding area and wheel washing facilities to be provided on site, to minimise material left on the roads frequently used by HGVs.

4.3.3. It will also consider all noise and vibration related risks. Construction activities will be undertaken in accordance with good practice set out in BS 5228-1/2:2009+A1:2014. The CEMP will incorporate measures to reduce noise and vibration, which may include the following:

- Selecting quiet equipment;
- Ensure equipment is maintained, in good working order, and is used in accordance with the manufacturer's instructions;
- Members of the construction team should be trained and advised during tool box briefings on quiet working methods;
- Equipment shall not be left running unnecessarily;
- Equipment shall be fitted with silencers or mufflers;
- Use plant enclosures whenever feasible;
- Careful orientation of plant with directional features;
- Materials shall be lowered instead of dropped from height;
- Inform nearby sensitive receptors in advance of construction activities and keep them up to date with progress and changes;
- Give nearby sensitive receptors a site contact telephone number; the contact should liaise with residents and maintain good support;
- Manage deliveries to prevent queuing of site traffic at access points; and,
- Use of adjustable or directional audible vehicle-reversing alarms or use of alternative warning systems (for example white noise alarms).

4.3.4. A Dust Management Plan (within the CEMP) will set out measures for controlling dust and general pollution from site construction operations. This should include measures in respect of communications, site management, monitoring, site preparation and maintenance, operating vehicle/machinery and sustainable travel, operations, waste management, and measures specific to construction and trackout, as set out in the Air Quality Chapter.

4.3.5. Wheel washing provision will be made to minimise dirt and dust on public highway. Any significant amounts of dirt or dust that may be spread onto the public highways will be cleared using street cleansing vehicles. No development dirt will be evident on the highway at the end of any working day.

4.3.6. In addition, if the need arises, suitable plant such as a road sweeper will be employed to keep the surrounding roads clean regularly.

4.3.7. The CEMP will include a suitable construction phase lighting strategy which will include the specific limits and design measures for construction task lighting as well as security lighting identified in the Lighting Chapter.

4.3.8. A before and after construction condition surveys of a section of the highway within the immediate vicinity of the Site as agreed with CDC/OCC will be undertaken and a fund will be committed to the repair of any damage caused if required by the main contractor.

5. POLICIES

5.1. Waste Minimisation

5.1.1. In accordance with the Waste Strategy (2007) the aim during the construction phase will be to minimise waste generated.

5.1.2. Best practice and mitigation measures to be incorporated into the CEMP include:

- Materials will be delivered on a just-in-time basis to avoid damage or contamination that would lead to waste generation.
- All suitable excavated material would be reused in the construction of the Proposed Development and in landscaping features along the stadium, wherever feasible.
- Where site won material is not available or suitable for reuse, secondary or recycled materials would be procured, where available.
- Use of locally sourced materials and suppliers, where possible.
- Precast elements to be used where feasible.
- The waste hierarchy and circular economy principles would be implemented throughout the construction phase to maximise reuse and recycling of material.
- A Materials Management Plan.

5.1.3. Other measures include:

- A Resource Management Plan (RMP) will be produced to outline the procurement requirements for reused, recycled and locally sourced materials.
- The proportion of suitable refurbishment waste either directly re-used on-site or off-site or are sent back to the manufacturer for closed loop recycling exceeds 75%.
- Specific targets have been set at both building and development level for responsible sourcing in line with industry best practice.
- A circular economy workshop with the design team will ensure consideration of resource efficiency, use of renewable materials and waste minimisation in design.
- The UN's Sustainable Development Goals is a focal point in procurement, construction, development and operation.

5.1.4. Mitigation measures for generation and management of waste

- Good practice measures including the preparation of a Site Waste Management Plan (SWMP)
- The route map for zero avoidable waste in construction and/or the Zero Waste hierarchy will be applied.
- An RMP will provide specific targets for resource efficiency and diversion from landfill.

5.2. Best Practice Schemes

5.2.1. Industry best practice will be adopted wherever possible to support the construction phase of the development. This will be achieved by ensuring that through the procurement process the main and sub-contractors employed will be members of, or signed up to the relevant best practice schemes and initiatives including the following:

Considerate Constructors Scheme

5.2.2. Construction sites, companies and suppliers voluntarily register with the scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. The scheme is concerned about any area of construction activity that may have a

direct or indirect impact on the image of the industry as a whole. The main areas for concern fall into three categories: the general public, the workforce, and the environment.

5.2.3. The Considerate Constructors Scheme will promote best practice relating to on-site activities at the site, and those in the vicinity of the site. It is noted the site would be registered under this scheme.

Fleet Operator Recognition Scheme (FORS)

5.2.4. FORS is a method of recognising fleet operations which comply with the requirements of the FORS standard. The FORS standard is based upon lawfulness, safety, efficiency and environmental protection. Fleet operator's operations are audited against the requirements of the FORS standard by an approved FORS certification body.

5.2.5. FORS is a voluntary certification aimed at ensuring that fleet operators work lawfully and to best practice as stated in the FORS standard. The standards cover: Management, vehicles, drivers and operations. For suppliers that deliver to the site the developer will promote FORS where possible.

Construction Logistics and Cycle Safety (CLOCS)

5.2.6. CLOCS brings the construction logistics industry together to revolutionise the management of work-related road risk and ensure a road safety culture is embedded across the industry. The aim is to ultimately help protect pedestrians, cyclists, motorcyclists and other road users who share the roads with construction vehicles.

5.2.7. CLOCS has developed the CLOCS standard for construction logistics: Managing work related road risk (WRRR), a common standard for use by the construction logistics industry. Implemented by construction clients through contracts, it provides a framework that enables ownership in managing WRRR which can be adhered in a constant way by fleet operators. CLOCs guidance will be adhered to where possible for the Rushy Bank Site.

5.2.8. A number of supplementary guidance documents have been produced to assist those implementing the CLOCS standard for construction logistics. These include:

Improving Vehicle Safety

5.2.9. There are four main requirements with regard to improving vehicle safety:

- Warning signage.
- Side under run protection.
- Blind spot minimisation.
- Vehicle manoeuvre warnings.

Managing Driver Training and Licensing

5.2.10. There are two requirements for managing drivers:

- Training and development – all drivers undergo training and continued professional development specifically covering the safety of vulnerable road users.
- Driver licensing – all drivers must hold a valid licence for the vehicle they are tasked to drive.

Managing Supplier Compliance

5.2.11. Clients shall ensure contractor and sub-contractor compliance to ensure that requirements are being adhered to across the supply chain. For example, the client should ensure that it is a contractual requirement for the contractor to check vehicles entering site and to take appropriate action under the contract.

5.3. Pre-Fabrication/Modularisation

5.3.1. Steps will be taken to explore opportunities to modularise and pre-fabricate structural elements of the dwelling units and fixtures and fittings wherever practicable. This in turn will potentially minimise the number of vehicle trips required to bring materials to site.

5.4. Collaborative Working

5.4.1. The developer is aware of the challenges of the construction site and is committed to working closely with WODC and other construction site contractors to mitigate adverse impacts of the construction of the development. The appointed contractor expects to attend regular working group meetings to discuss construction and particular opportunities to collaborate to minimise and disruption caused by the construction process.

5.4.2. The ability to work collaboratively will largely depend on the timing of the developments and overlap between construction programmes.

6. MONITORING, COMPLIANCE, REPORTING AND MANGEMENT

6.1. Monitoring

6.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the CTMP can be evaluated against its objectives. Monitoring and review of construction activity will be the responsibility of the appointed contractor and will be documented and available to CDC.

6.1.2. The arrival of vehicles to the Site will be monitored through the vehicle booking system. From this information it would be possible to provide details of the types, frequency, and time of vehicle activity. Analysis would be completed if regarded as a practical necessity.

6.2. Compliance

6.2.1. For those suppliers and hauliers that continually fail to follow advice to avoid delivering during peak periods or conform to other instructions such as not stopping on-street or fitting vehicles with cyclist protection equipment, the site manager will liaise with these operators to ensure their level of compliance improves.

6.3. Reporting

6.3.1. An incident / complaints register will be created into which incidents / complaints can be recorded. Once entered, the incident / complaint will be dealt with using the normal procedures that the main contractor has in place for its development site construction works.

6.3.2. Monthly reviews of vehicle activity will be held between the site management group. If required, the site manager will arrange for a monthly report of vehicle activity to be prepared for attention of local authority officers.

6.4. Management

6.4.1. The CTMP will be managed by the site manager or an appointed nominee. It will be this person's responsibility to ensure the CTMP is functioning correctly. Meetings, reports, and liaison will be carried out in accordance with schedules that will be devised once the project is consented.

6.4.2. The CTMP management process will tie in with the overall project management of the development.

6.4.3. An updated CTMP document will be produced once the main contractor is appointed. As the CTMP is a live document, it will be updated prior to commencement of works and during the construction sequences.

APPENDIX A – VEHICLE TRACKING

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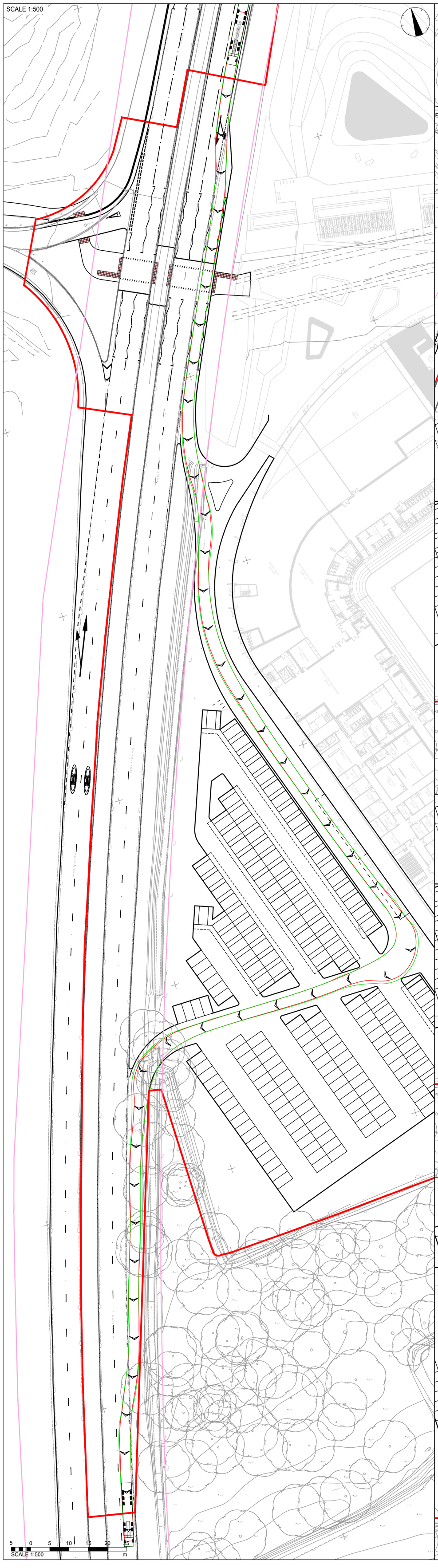

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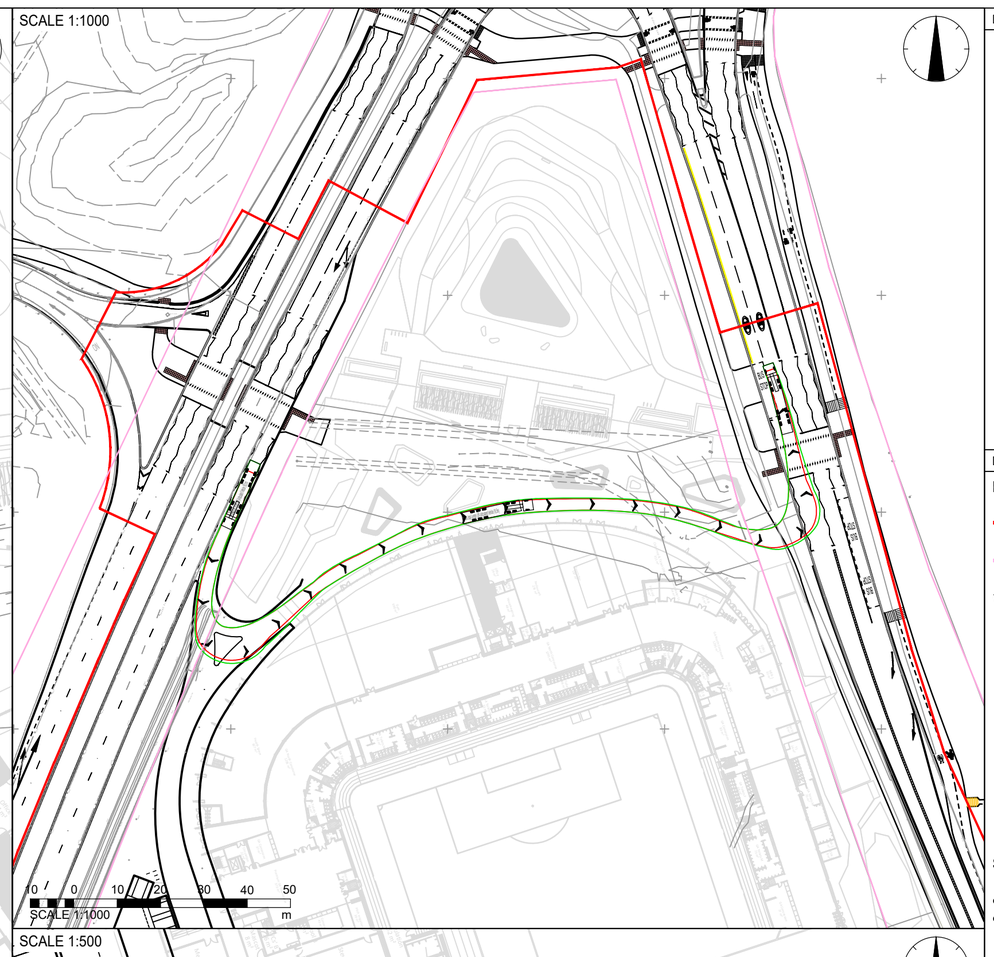

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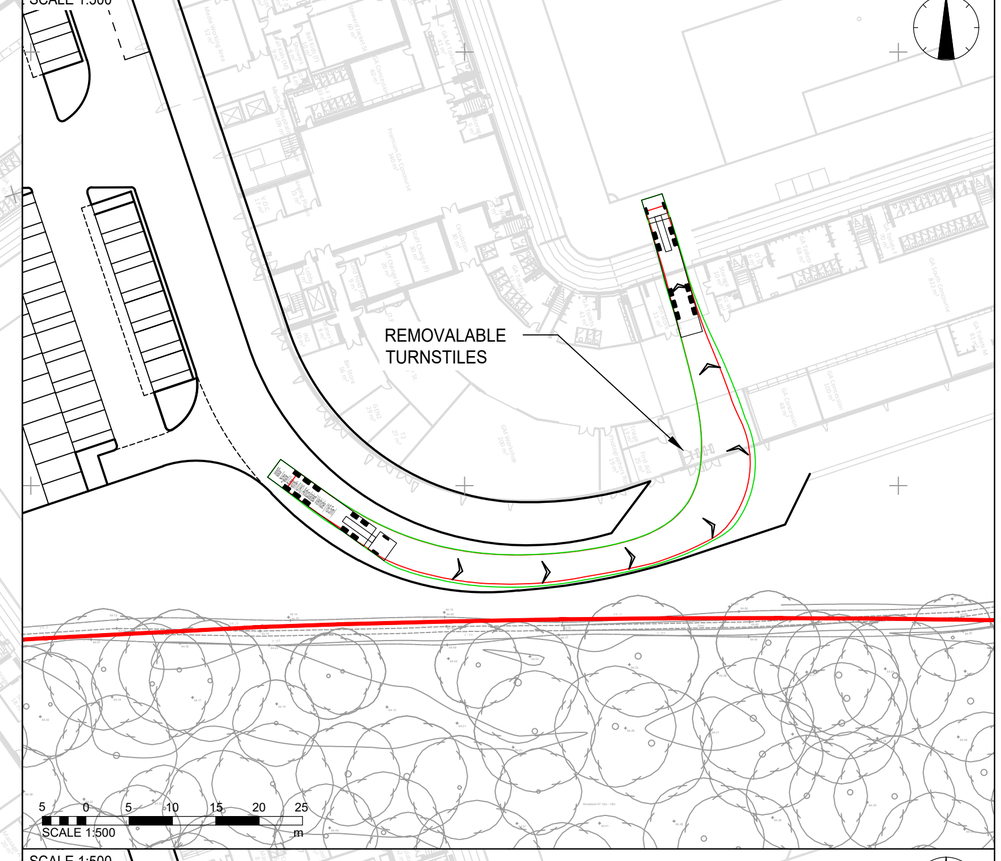

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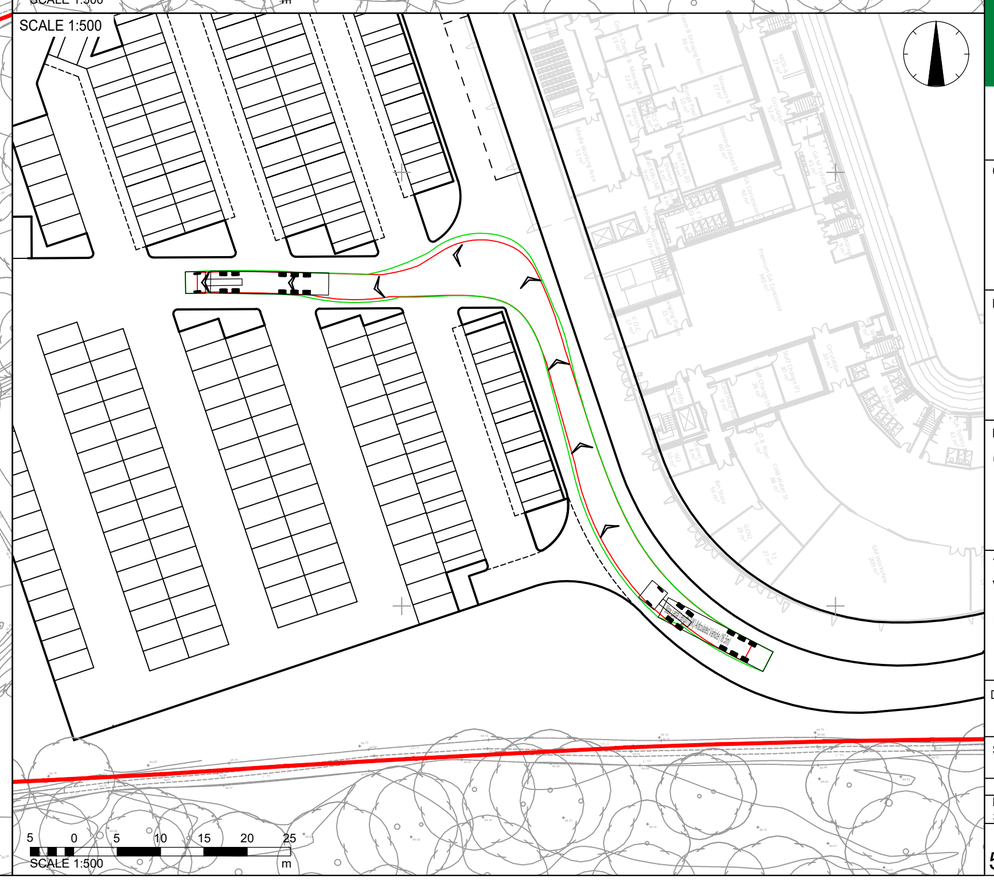

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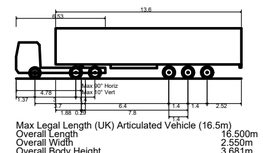
DRAWING NOTES:

KEY:

REDLINE BOUNDARY FOR PLANNING APPLICATION

OCC ADOPTED HIGHWAY BOUNDARY

VEHICLE TRACKING PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

SWEPT PATH ANALYSIS TRACKING SPEED

- EXTERNAL TO STADIUM: 20mph.
- INTERNAL TO STADIUM: 5mph.

REV	DESCRIPTION	DATE	BY	CHKD
P03	UPDATES TO STADIUM AND LANDSCAPING PROPOSALS	23-02-2024	BH	SM
P02	INCLUSION OF REDLINE AND HIGHWAY BOUNDARY	11-12-2023	BH	CL
P01	FIRST ISSUE	30-10-2023	BH	CL

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WWW.RIDGE.CO.UK

CLIENT:

OXFORD UNITED

IN ASSOCIATION WITH:

PROJECT:

OXFORD UNITED FOOTBAL CLUB
NEW STADIUM DEVELOPMENT

TITLE:

VEHICLE SWEPT PATH ANALYSIS
DELIVERY AND SERVICING
16.5m ARTICULATED VEHICLE

DRAWN:	CHECKED:	APPROVED:	SCALE:	AS SHOWN @ A1
BH	SM	CL	STATUS ISSUE:	FOR PLANNING

STATUS: PLANNING

UNLESS ISSUED FOR CONSTRUCTION - WORKS AT CLIENT/CONTRACTORS RISK

ISO 19650 STATUS: S2 - Suitable for Information

PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5018932	RDG	XX	XX	DR	H	PL007	P03

RIDGE

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