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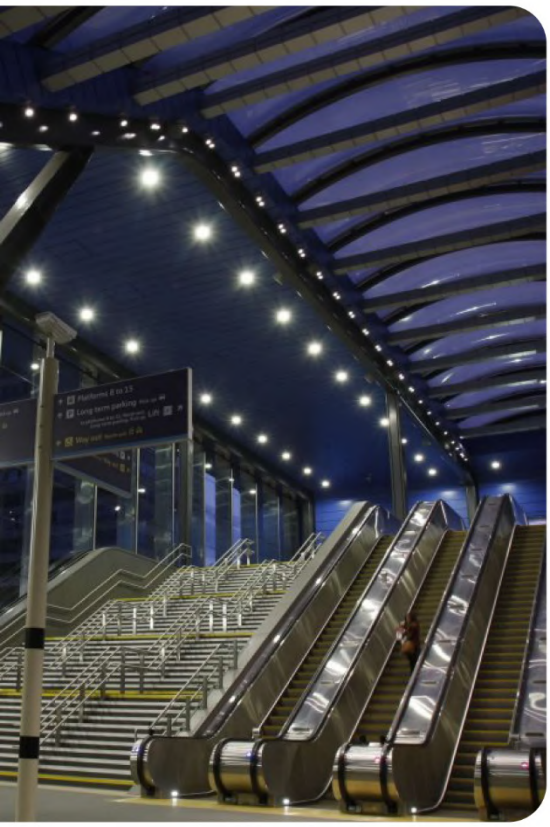

Middle Aston Ltd

Hatch End Industrial Estate, Middle Aston

Construction Traffic Management Plan

March 2021

modetransport.co.uk

Middle Aston Ltd

Hatch End Industrial Estate, Middle Aston

Construction Traffic Management Plan

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PROJECT NO: J325597

DATE: March 2021

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
V.1.1	210323 J325597 CTMP v.1.1.docx	CS	18 March 2021	Final	CH	CH

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
v.1.0	18 March 2021	CH	First issue
V.1.1	23 March 2021	CS	Client feedback

CONTENTS

APPENDICES

1. Introduction

1.1 Overview

1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared by mode transport planning (mode) on behalf of Middle Aston Limited to accompany a planning application for the redevelopment of the Hatch End Industrial Estate in Middle Aston, Oxfordshire.

1.1.2 The development proposals are for the redevelopment of 2,246m^2 (GIA) existing storage, warehousing and office buildings to provide 25 business units comprising Class E(g) and B8 totalling 2,215m^2 (GIA), with 79 car parking spaces, 34 cycle parking spaces and access arrangements retained onto Fir Lane.

1.1.3 The proposed site layout is provided in Appendix A.

1.2 Scope of Construction Traffic Management Plan

1.2.1 The aim of this CTMP is to outline the strategy for the safe and efficient movement of construction traffic associated with the construction activity at the redevelopment of the Hatch End Industrial Estate.

1.2.2 The strategy aims to minimise the impacts of construction traffic on the local highway network as well as minimising any environmental impacts as a result of the construction works taking place. In addition, care and due attention are given to the rural location of the site in relation to neighbouring properties.

1.2.3 The principle issues addressed within this CTMP are as follows:

- Schedule of works;
- Deliveries and hours of operations;
- Routing of construction traffic and delivery vehicles; and
- Mitigation measures.

1.2.4 This CTMP explores the methods to keep construction vehicle activity to an efficient and manageable number of journeys to and from the site. This allows the timing of construction vehicle movements to avoid sensitive network (and school) periods, reducing noise and intrusion on the local area.

1.2.5 The CTMP is informed by local policy and guidance from Oxfordshire County Council (OCC) and the Department of Transport (DfT), as detailed in Section 2.

1.2.6 This CTMP remains a draft at this planning application stage, ahead of planned construction activity being better understood, closer to construction inception.

1.3 Development Proposal

1.3.1 The development proposal is seeking to redevelop 2,246m^2 (GIA) existing storage, warehousing and office buildings to provide 25 business units comprising Class E(g) and B8 totalling 2,215m^2 (GIA), with 79 car parking spaces, 34 cycle parking spaces and access arrangements retained onto Fir Lane.

1.4 Main Point of Contact

1.4.1 The main point of contact in relation to the content of this CTMP during construction will be Mike Hawkins of Hawkins Group, available on 07989352245.

1.5 Structure of Report

1.5.1 The remaining sections of this CTMP are as follows:

Section 2: Policy and Guidance Context

1.5.2 This section details local policy and guidance applicable to this CTMP.

Section 3: Existing Context

1.5.3 This section details the site location, local highway network and sustainable travel options.

Section 4: Construction Activity

1.5.4 This section details the core construction activities and arrangements to be implemented by the Main Contractor including details on the site access, an indicative schedule of works, to efficiently manage and minimise the impact of construction.

Section 5: HGV Management

1.5.5 This section presents a traffic management plan which identifies appropriate access route(s) to and from the site. These routes seek to manage the impact of construction traffic on the local highway network.

Section 6: Mitigation Measures

1.5.6 This section details possible mitigation measures the Main Contractor can implement during the construction programme to manage the potential impact of construction traffic.

Section 7: Monitoring and Review

1.5.7 This section sets out a monitoring and review strategy.

Section 8: Summary

1.5.8 This section provides a summary of the CTMP.

2. Policy and Guidance Context

2.1 OCC Local Transport Plan

2.1.1 OCC Local Transport Plan (LTP), 'Connection Oxfordshire', has been developed to ensure the County's transport systems support housing and economic growth, the transition to a low carbon economy and protect and enhance Oxfordshire's environment.

2.1.2 As detailed in Paragraph 98 of the Local Transport Plan, to ensure that the impacts of construction are mitigated as far as possible OCC would:

"*...seek to minimise environmental damage from HGVs through the use of Routing Agreements, Construction Logistics Plans and Delivery and Servicing Plans, as part of the development control process.*"

2.1.3 In order to mitigate the effects of construction traffic on the city centre, Paragraph 168 goes on to state:

"*Where the development will generate a significant increase in lorry movements during construction or in operation, the applicant should provide information of routeing arrangements to avoid, where possible, sensitive locations such as Oxford city centre, town centres, villages and residential areas. This may lead to a formal routeing agreement being signed.*"

2.2 Good Practice Guidance and Local Policy

2.2.1 The Department for Transport (DfT) produced the 'Quiet Deliveries Good Practice Guidance' in April 2014. This guidance provides best practice principles for the movement of freight and logistics.

2.2.2 The guidance suggests deliveries / collections should be undertaken outside of the main peak periods. In doing so, the contractor can help to reduce the impact of construction traffic on the local highway network, improve road safety and air quality, reduce carbon emissions and enhance the local community. Practical measures which can be implemented during construction include but are not limited to:

General Servicing Best Practice

- Using newer and quieter delivery vehicles and equipment;

- Making sure all equipment is in good working order and maintained to minimise noise;
- Ensuring all staff involved in delivery activity are briefed and trained appropriately, in accordance with the code of practice; and
- Ensuring all construction supply chain providers receive copies of the code and are aware of its importance.

The Delivery Area

- Identify timings for deliveries in advance so both the driver and site operatives are prepared for the arrival;
- Seek to ensure that delivery vehicles spend as little time as possible attempting to access the loading/unloading area, possibly tasking site staff to ensure that manoeuvring can be accomplished safely and quickly; and
- Engines should be switched off when not manoeuvring.

2.2.3 This CTMP has been informed by the policy and guidance noted above and aims to promote best practice sustainable construction methods.

3. Existing Context

3.1 Site Location

3.1.1 Hatch End Industrial Estate is situated in Middle Aston in Oxfordshire, to the west of Fir Lane. The location of the site in the context of the surrounding area, as well as the local transport network is illustrated on Figure 3.1.

Figure 3.1 Site Location Plan

3.2 Local Highway Network

3.2.1 Fir Lane is a single-carriageway road, running from its junction with Middle Aston Road to the north to merge with Paines Hill to the south. A 60mph speed limit is present along the site frontage and the existing access, reducing to 30mph approximately 160m south of the site continuing into the centre of Steeple Aston.

3.2.2 As Fir Lane Merges into Paines Hill, North Side connects to Paines Hill to the west. North Side runs westward, merging into Fenway to connect to the A4260 Oxford Road to the west.

3.2.3 In the centre of Steeple Aston, Paines Hills connects with South Side. To the west of the junction South Side connects to the A4260 Oxford Road and to the east merges into Heyford Road to connect to the B4030 Station in Heyford.

3.2.4 Further detail on the movement of construction traffic to / from the site by appropriate routes is provided in Section 5.

3.3 Sustainable Travel Opportunities

3.3.1 The development site is accessible on foot, bicycle and by local bus services. Train services are accessible from Heyford Railway station to the southeast of the site. During the construction programme, on-site workers and contractors will be advised to travel to and from the site by sustainable modes where possible to minimise work related vehicle related trips.

Walking and Cycling

3.3.2 Existing footway provision on both sides of the Fir Lane carriageway begins approximately 310-metres south from the existing site access, in proximity to Dr Radcliffe's Church of England Primary School. Footway provision continues southwards as Fir Lane adjoins with Paines Hill providing pedestrian access into Steeple Aston, situating local facilities and amenities.

3.3.3 A crossing opportunity with tactile paving with dropped kerbs is present as Paines Hill connects with South Side, running on a west to southeast axis. To the east South Side merges with Heyford Road, situating bus stops on both sides of the carriageway and providing for pedestrian access east and west.

3.3.4 A number of Public Rights of Way (PRoW) footpaths, byways and bridleways (as presented on the OCC interactive map) are present in proximity to the site. This includes Footpath 364/5/10 running adjacent to the southern boundary of the site. These PRoWs provide the opportunity for pedestrian access into Middle Aston to the north and Steeple Aston.

Public Transport Services

3.3.5 The development proposals are located as to enable bus connectivity with the wider Oxfordshire area including Chipping Norton, Bicester, Banbury and Oxford. In addition, train services from Heyford Railway Station will enable connections from a wider region. These may offer staff the ability to commute by bus or train, if preferred over walking or cycling locally, or over greater distances where bus or train provide a practical alternative to the private car.

3.3.6 The nearest bus stops to the application site are the 'Post Office' bus stops, situated on both sides of Heyford Road in Steeple Aston, approximately 980-metres southeast from the site.

3.3.7 The bus stops are served by the S4 Gold service which operates between Oxford and Banbury calling at Adderbury, Deddington, Steeple Aston, Tackley and Kidlington. The service operates every hour Monday – Saturday and every 1.5hrs on Sunday.

3.3.8 The nearest train station to the development site is Heyford Railway Station, situated approximately 2.3-kilometres southeast from the site. Heyford Railway Station provides for train services operated by Great Western Railway and Chiltern Railways. Corresponding train services are available to and from stations including Oxford, Banbury and Didcot Parkway (with subsequent or preceding changes available to and from wider destinations).

3.3.9 The above train connections are expected to benefit both staff and visitors for medium to long distances travelled. This will enable visitors throughout the UK to travel to and the from utilising sustainable modes of travel.

4. Construction Activity

4.1 Overview

4.1.1 This section identifies the core construction related activity and arrangements of the site to facilitate the necessary management of construction activity.

4.2 Access to the Site

4.2.1 A temporary construction road onto Fir Lane will be formed to the west of the existing access to serve the construction programme at Hatch End Industrial Estate. The temporary construction road will be used for access and egress movements. The definitive location and width of the temporary access road will be confirmed a later stage by the Main Contractor (or a representative of) and agreed with OCC accordingly. This will ensure that all appropriate vehicles used in the construction activity will be able to safely access and egress the construction compound onto the Fir Lane carriageway.

4.2.2 It is anticipated that appropriate signage will be placed at the temporary construction road site access to help to deter unauthorised access by non-construction related traffic or persons.

4.3 Site Staff

4.3.1 The Main Contractor (or a representative of) will likely act as the Site Supervisor and oversee demolition and construction activity on-site. This will include managing construction traffic movements in line with this CTMP. The Site Supervisor will liaise with sub-contractors, third-party suppliers and the local community in regard to construction activity throughout the construction programme.

4.3.2 The number of construction staff on-site at any one time is likely to fluctuate during over the course of the construction programme. Typically, a maximum of 15 construction staff will be expected to be based on-site at any one time.

4.4 Schedule of Works

4.4.1 The expected schedule of works to complete the site's redevelopment is anticipated to occur over a total of 45 weeks. This schedule and corresponding type of work will be finalised by the Main Contractor at a later stage. An indicative schedule of works is provided in Table 4.1.

Table 4.1 Indicative Schedule of Works

Duration	Schedule of Works
2 Weeks	Site Set-Up
5 Weeks	Demolition Works
28 Weeks	Main Works
10 Weeks	External Works

4.5 Construction Activity Time Periods

4.5.1 The proposed hours of construction activity are:

- Monday to Friday between 08:00 – 17:00 hours; and
- Saturday 08:00 – 17:00 hours.

4.5.2 No working is expected on Sundays or Bank Holidays.

4.5.3 Alongside the continued management of construction traffic, deliveries will not be permitted to access the site during the highway network peak hours.

4.6 Delivery / Collection Management

4.6.1 Following best practice guidance, a 'turn-up and go' management regime will be implemented at the site for deliveries and collections. This management regime involves pre-arranging deliveries and give a specific time window to unload/load on-site so only a single delivery / collection vehicle is utilising the access at any one time. The Main Contractor will be responsible for the operation of this regime and will inform third-party suppliers that it is in place. The use of freight operators which are accredited by the Fleet Operators Recognition Scheme (FORS) will be expected.

4.6.2 It is anticipated that there will be periods within the construction programme where the number of construction vehicles movements to the site will be higher than others. The Main Contractor will work to pre-plan vehicle movements during these peak construction traffic periods. If necessary, fully trained banksmen will be utilised to manage the movement of construction traffic during these peak construction traffic periods. This should ensure the temporary construction access is utilised by one construction vehicle at a time based on pre-arranged delivery slots.

4.7 Construction Staff Car Parking

4.7.1 The available on-site space will be maximised to enable the efficient management of construction activities such as site deliveries, turning facilitates and storage of materials, also enabling staff car parking for construction staff to be provide on-site.

4.7.2 Construction staff will be made aware by the Main Contractor before commencing that on-site parking is available on-site, whilst also being encouraged to access the site by sustainable travel modes. As noted in Section 3, the site and surrounding area is accessible by existing pedestrian and cycling infrastructure as well as public transport services. The Main Contractor (and/or Site Supervisor) will be responsible for all staff car parking to check that vehicles do not block areas of the site that need to be accessed, or indeed the temporary construction road.

4.8 Trip Generation

4.8.1 The movement of construction staff and sub-contractors to and from the site has potential to generate some vehicular trips. It is anticipated that a maximum of 4 two-way daily vehicular trips will occur throughout the construction programme based on the anticipated movement of construction workers and delivery schedules.

5. Construction Traffic Management

5.1 Overview

5.1.1 Construction activity can generate a number of vehicle movements that require management and checking to mitigate and minimise the impact of construction activity on the site operation and also on the surrounding public highway.

5.2 Vehicle Activity and Routing

5.2.1 The majority of construction vehicles are likely to be flatbed trucks, typically rigid 7.5t vehicles, with occasional larger articulated HGVs that may be required to deliver or collect materials to the site.

5.2.2 To manage construction traffic, both LGVs and HGVs accessing the site will ensure that they do not travel on inappropriate roads, using only construction vehicle access routes that have been identified. These identified routes have been informed by the existing highway conditions, including any restrictions which may impact the movement of HGVs and the potential types of vehicles to be used during construction.

5.2.3 The intention of the identified routes is to provide as direct as possible a route to / from the site to the wider strategic road network. The suggested routes should cater for local construction traffic destinations as well as longer distance regional / national construction traffic.

Suggested Construction Vehicle Routes

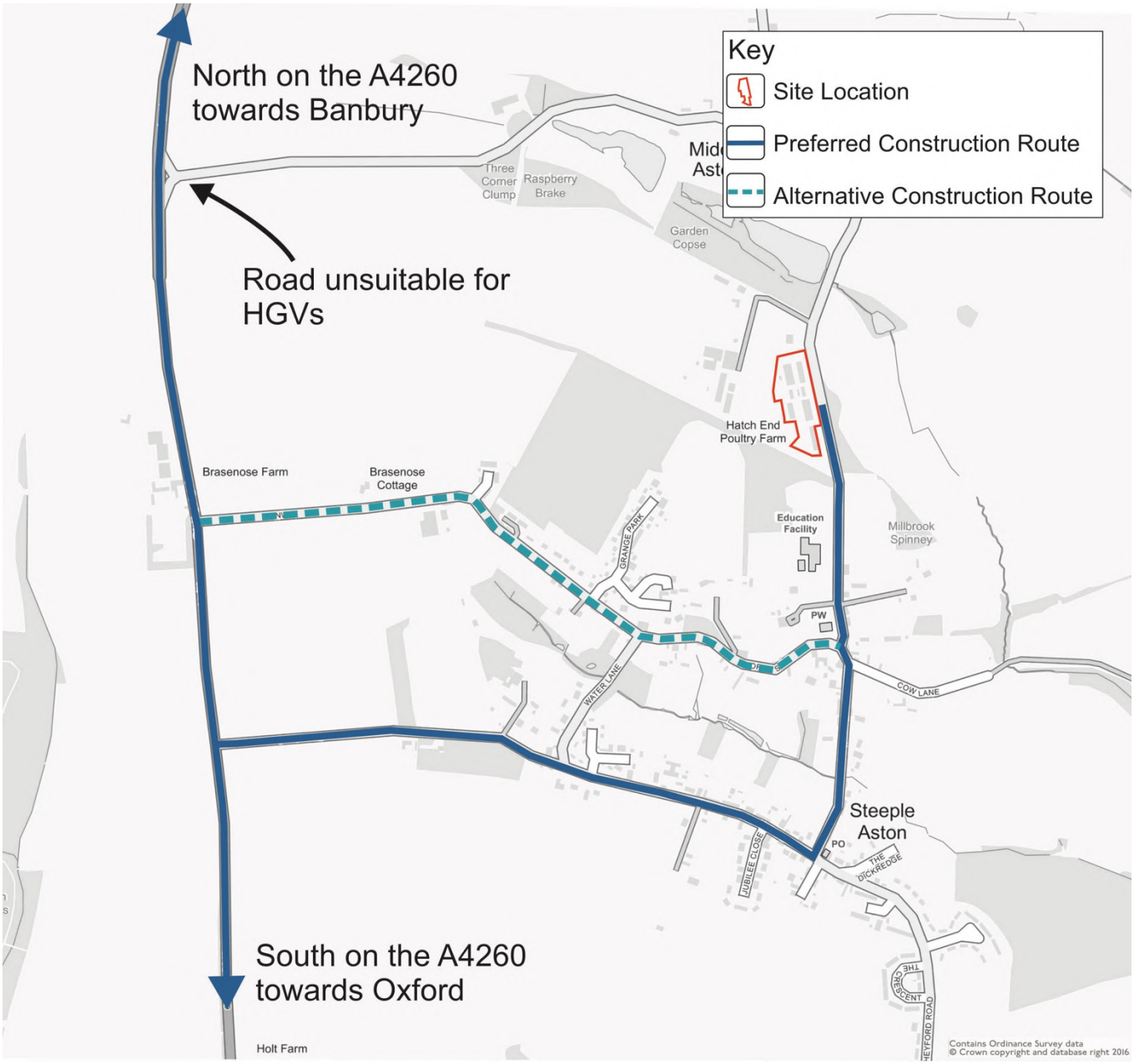
5.2.4 The A4260 to the west of the site provides a link northward towards Banbury and southwards towards Oxford. The main delivery hub of the Hawkins Group, anticipated to be used, is situated in Banbury.

5.2.5 To access the A4260 from the site, the preferred routing option is to travel southwards on Fir Lane/Paines Hill and then turn right onto South Side to join the A4260 Oxford Road. The same route in reverse allows access to the site from the A4260 Oxford Road. An alternative route to and from the A4260 Oxford Road would be to travel south from the site along Fir Lane and then turn right onto North Side to connect to the A4260 Oxford Road.

5.2.6 An 'unsuitable for HGVs' sign is present on the junction between the A4260 Oxford Road and the unnamed road running from Middle Aston Road, after it merges with Fir Lane. Construction vehicles will not use this road or junction to access the site from the A4260 Oxford Road.

5.2.7 The suggested preferred and alternative construction routes are illustrated on Figure 5.1.

Figure 5.1 Preferred and Alternative Construction Route



5.2.8 All HGV construction traffic will be instructed to use the suggested preferred route. Where appropriate considering the expected vehicle type, destination and time of day smaller construction vehicles could also be directed to the alternative construction route.

6. Mitigation Measures

6.1 Overview

6.1.1 This section details mitigation measures to minimise the impact of construction traffic on the surrounding local highway network. These measures would be expected to be implemented by the Main Contractor at the appropriate time in the construction programme and all sub-contractors and construction personal would be expected to follow each measure, where applicable.

6.2 General Servicing Best Practice

General Best Practice

6.2.1 In accordance with the DfT's best practice on servicing sites, the following practice would be implemented for all activity at the site:

- Making sure all equipment is in good working order and maintained to minimise noise;
- Ensuring all construction staff involved in delivery activity are briefed and trained appropriately, and where necessary banksmen are used to manage construction traffic; and
- Ensuring all construction supply chain providers are aware of the expected best practice measures.

Delivery Management

- Identify timings for deliveries in advance so both the driver and site operators are prepared for the arrival;
- Seek to ensure that delivery vehicles spend as little time as possible accessing the loading and unloading areas, with the use of banksmen to manage vehicle movements; and
- Engines should be switched off immediately when not manoeuvring.

6.3 Materials Storage and Security

6.3.1 The main contractor will be expected to adopt a 'call off' approach where only materials immediately required to meet the programme would be stored on site, allowing for planned and managed deliveries. This may include off-site assembly of some components.

6.4 Local Community Liaison

6.4.1 As the construction site is in proximity to residential areas in Steeple Aston and Middle Aston, continued interaction with the local community will be implemented. As construction progresses, the Main Contractor will seek to regularly inform local residents of progress and the associated timescales.

6.5 Noise and Vibration Management

6.5.1 The Main Contractor will ensure mitigation measures are put in place to minimise the impact of noise and vibrations during demolition and construction. Following best practice guidance, machinery used on-site should be in good working condition and well maintained.

6.5.2 When a vehicle is stationary, its engine will be turned off for the duration of its time on-site, unless its engine is required.

6.6 Vehicle Checks

6.6.1 The Main Contractor will ensure best practice guidance is followed to help ensure the impact of construction activity is minimised. The access will be kept clear of mud and debris throughout the programme. Construction vehicles leaving the site will be checked before accessing the highway onto Fir Lane.

7. Monitoring and Review

7.1.1 This CTMP is a live document and will be reviewed and updated by the Main Contractor on a regular basis, if and where necessary. The Main Contractor will be the first point of contact regarding construction traffic management and the site operation.

7.1.2 If appropriate, The Main Contractor will liaise with Cherwell District Council and / or OCC to provide regular updates on the implementation of the CTMP and its effectiveness.

8. Summary

8.1 Overview

8.1.1 This CTMP has been prepared to detail the expected construction programme for the redevelopment of Hatch End Industrial Estate in Middle Aston, Oxfordshire.

8.1.2 This CTMP outlines methods to keep construction vehicle activity to an efficient and manageable number of journeys to and from the site. Vehicle access to the construction site is constrained and the construction programme has been designed to take account of this by utilising modern small module building techniques to reduce the number of larger construction vehicles.

8.1.3 The principle issues addressed within the CTMP are as follows:

- Schedule of works;
- Deliveries and hours of operations;
- Routing of construction traffic and delivery vehicles; and
- Proposed Mitigation Measures.

8.1.4 This CTMP aims to minimise the impact of construction vehicle movements in line with guidance published by DfT and OCC.

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APPENDICES

APPENDIX A

Site Plan

PLANNING

UNIT 1

UNIT 2

UNIT 3

HUB

UNIT 4

UNIT 6

UNIT 5

BIN STORE

1:250

5m 0 5m 10m 15m 20m 25m

N

Planning Application area

Area within site ownership

REV MARK	REVISION DESCRIPTION	REVISION DATE
A	Planning Application Area Updated.	18.03.21

- The Hatchery

- Middle Aston

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DRAWING TITLE	- Proposed Site Plan		
CONTRACT	- The Hatchery		
MODELLED BY	- HS	ISSUE DATE	-
CONTRACT NO	- JOB139990	SCALE	- 1:250 @A1
DRAWING No	- 139990_P101	REVISION No.	A

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