Example Construction Logistics Plan

2 - 6 Cannon Street Construction Logistics Plan

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1. Introduction

The purpose of this document is to explain the proposed construction logistics plan to manage both vehicular and pedestrian movements to and from the site of 2-6 Cannon Street, London WC1N, 1DZ during the construction stage of the development.

The site location is bounded by Cannon Street to the North and by Distaff Lane on the East and South. It shares an adjoining basement wall with One Carter Lane/Old Change Court to the West of the site including the 'Yager Bar' which is set slightly back from Cannon Street. It is also in close proximity to other commercial, retail and religious buildings in the vicinity especially the Grade II listed St Paul's Cathedral building directly opposite, the Grade I listed St Nicholas Cole Abbey with a requirement to observe 1hr quiet time every Thursday to the rear, and Grade II listed Bracken House to the East.

Loading in all of the surrounding streets is relatively restricted and has been carefully considered in the development of our logistics proposals for the project. It's adjacency to St Paul Cathedral also periodically brings members of the public and tourists, who use the street for access, and is particularly busy during public events such as the Lord Mayor's Show.

We have met with the City of London (CoL) regarding logistics routes through the city to the site and their comments were incorporated in the development of the logistics proposal. CoL have also granted approval for our proposed site logistics layout and this strategy will be brought within each subcontractor package on the project.

2. Site access

Prior to the commencement of the site works, the existing 2.4m high hoardings erected for the demolition works will be adapted around the perimeter of the site. Hoardings will provide a level of acoustic screening of the site from road level as well as ensuring the safety of pedestrians and vehicles, and also provide security. Site access points will be protected with secure gates and security staff will be present at the gates where all visitors and site staff will be required to sign-in upon arrival. During the later stage of the project, the perimeter hoarding will be progressively adapted or removed as necessary to progress the public realm works. A movable temporary site fencing will be utilised where timber hoarding is removed to maintain a secure site at all times.

A 24hr access will be formed in the site hoarding for UKPN to access the temporary substation on Cannon Street. Once the substation in the basement becomes live, access will be provided by 24hr security staff.

The site accommodation will initially be provided on the North Westerly corner of the site founded on a gantry system and a protected thoroughfare for pedestrian access and egress will be provided on Cannon Street. Once the basement has been constructed and we have relative watertight-ness in the basement, we propose to relocate these facilities into the basement of the building.

A vehicle pit lane will be formed on Cannon Street segregating construction vehicles from both pedestrians and public vehicles.

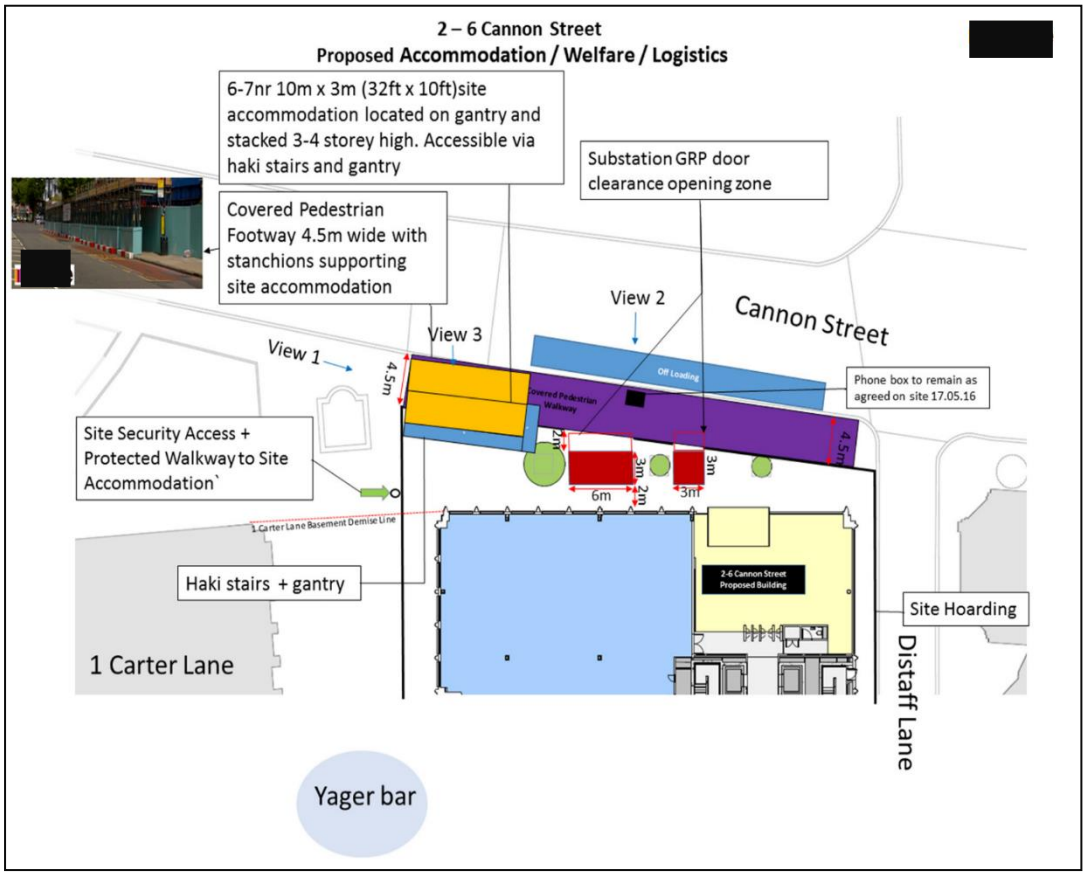


Figure 1: Phase 1 Site Accommodation (Plan)

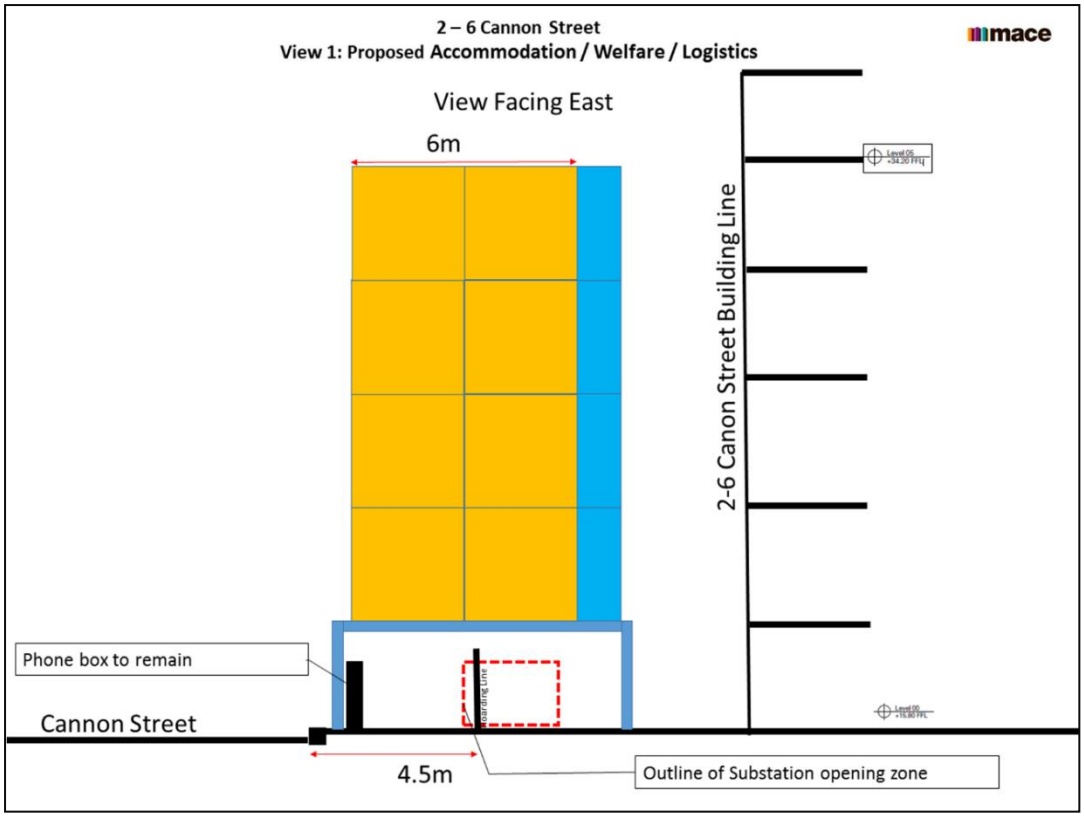


Figure 2: Phase 1 Site Accommodation (View 1)

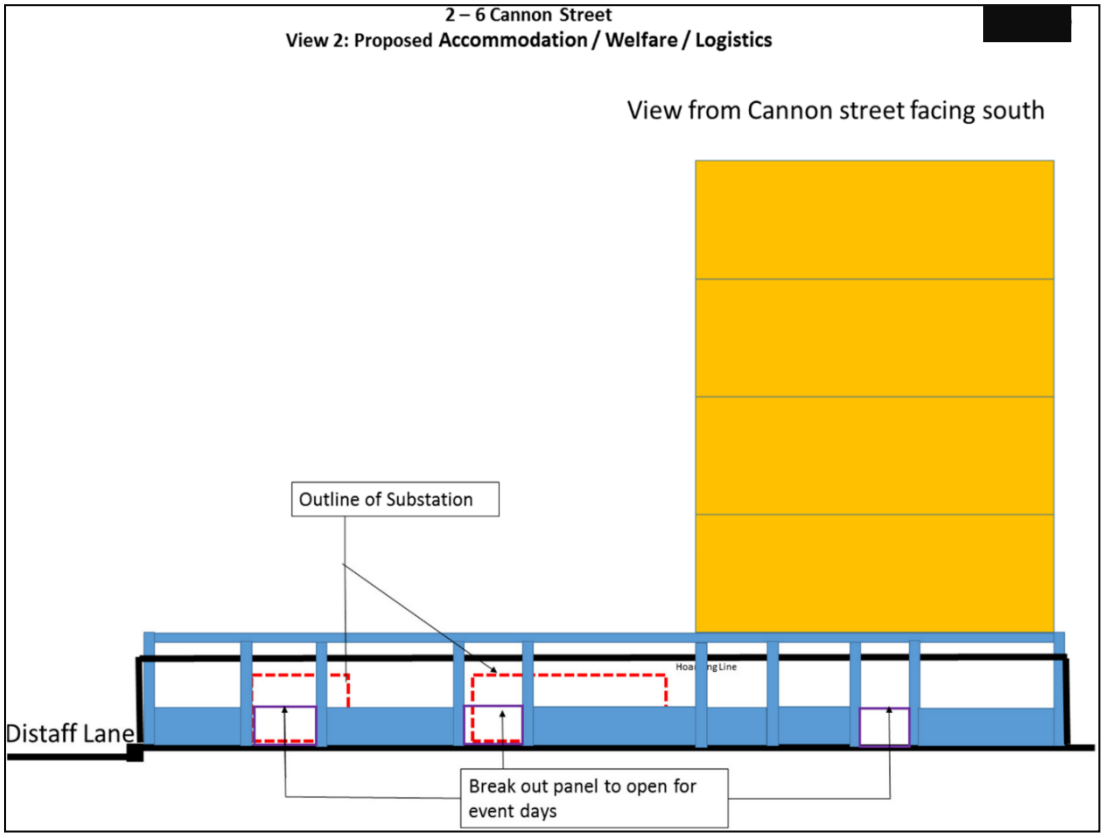


Figure 3: Phase 1 Site Accommodation (View 2)

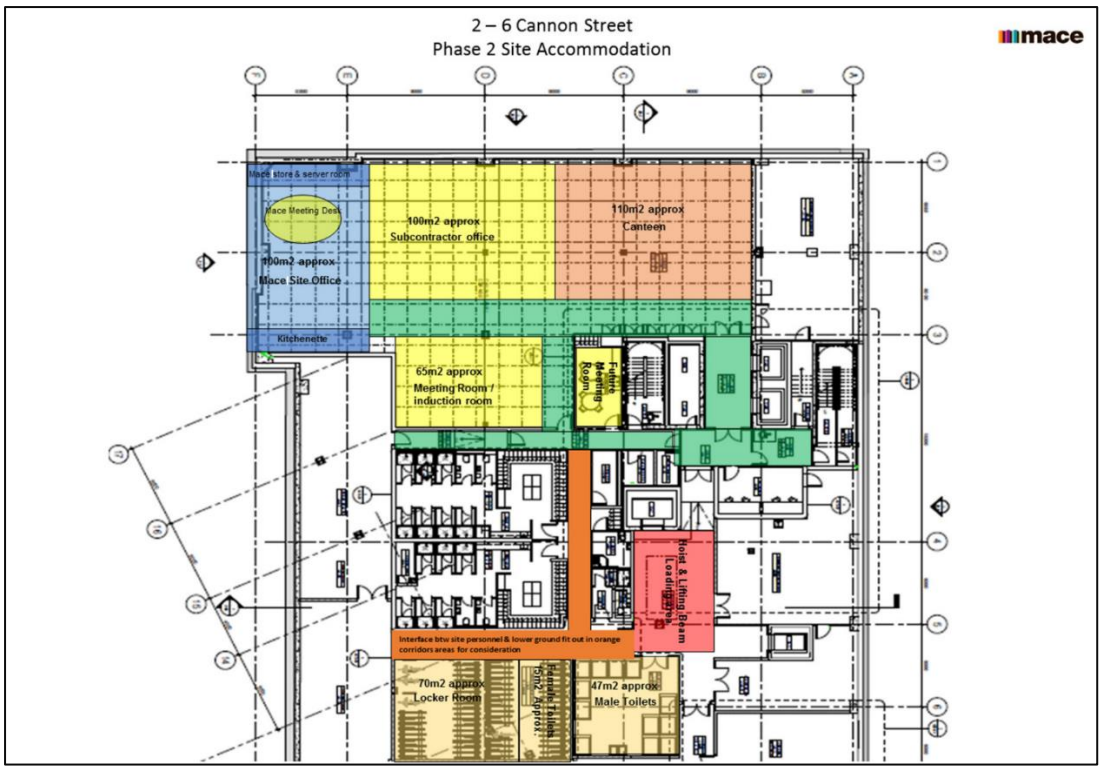


Figure 4: Phase 2 Site Accommodation

Vehicle movements

The proposed logistics plan below shows the locations of loading and unloading points to serve the works as well as hoist and tower crane locations.

In summary:

- Articulated vehicles will access the site via Cannon Street and pull into the pit lane (loading area) on Cannon Street for unloading by the crane and will continue in forward gear to exit the pit lane after unloading.
- Smaller deliveries would turn onto Distaff Lane and continue down until they reach the loading area to the rear of the site. Swept path analysis (Appendix 1) has been undertaken to confirm that rigid lorries can safely access and egress Distaff Lane. Due to Distaff Lane being a dead-end road there is a requirement to turn all vehicles within the turning space at the end of Distaff Lane. This will be undertaken under the full direction of the traffic marshal team. We propose to apply for the suspension of the parking bays at the end of Distaff Lane to afford a turning circle for delivery vehicles. This will only be required until the garden slab has been cast and we will utilise this area for deliveries thereby releasing the parking bay suspensions.
- A team of competent traffic marshals will be located at Cannon Street and Distaff Lane to direct the delivery drivers. There will be a two-way radio communication between the traffic marshals to coordinate the access and egress of vehicles from the loading points. Induction and information sheet will be handed to delivery drivers.

- The vehicles will be off loaded with crane, hiab or forklift and then the material will be moved to designated areas.
- Once the vehicle is off loaded the traffic marshal will direct the driver on the way out of the site.

Figure 5: Site Logistics Layout

Pedestrian access

Pedestrian traffic will be maintained around the site perimeter and past the entrance throughout the period of the works, any crossings for access will be controlled locally with a trained banksman in attendance to control pedestrian movement.

Vehicles using the agreed access routes will be delivery vehicles, HGV skip vehicles, plant movement and general vehicle access. Vehicles will access site periodically throughout the works, entering site under control of banksman, unloaded/loaded within the designated areas prior to leaving by the same exit point.

Construction will be carried out on site from 27th June 2016 to the end of April 2018 with access to the site available from 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 Saturday

Deliveries will be limited to within normal site working hours and scheduled to avoid early morning and evening deliveries.

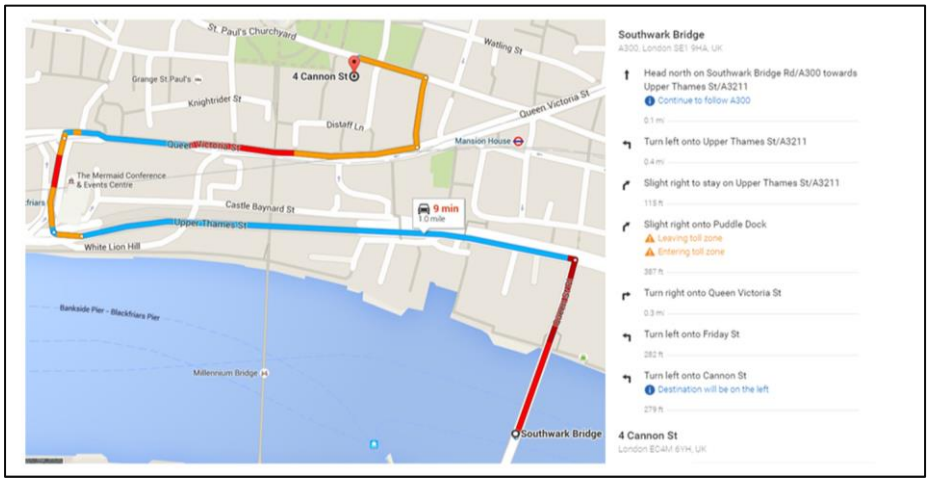
3. Traffic movement

Careful analysis of the site requirements has been undertaken, its neighbours and access routes, with focus on minimising deliveries and journeys to the site.

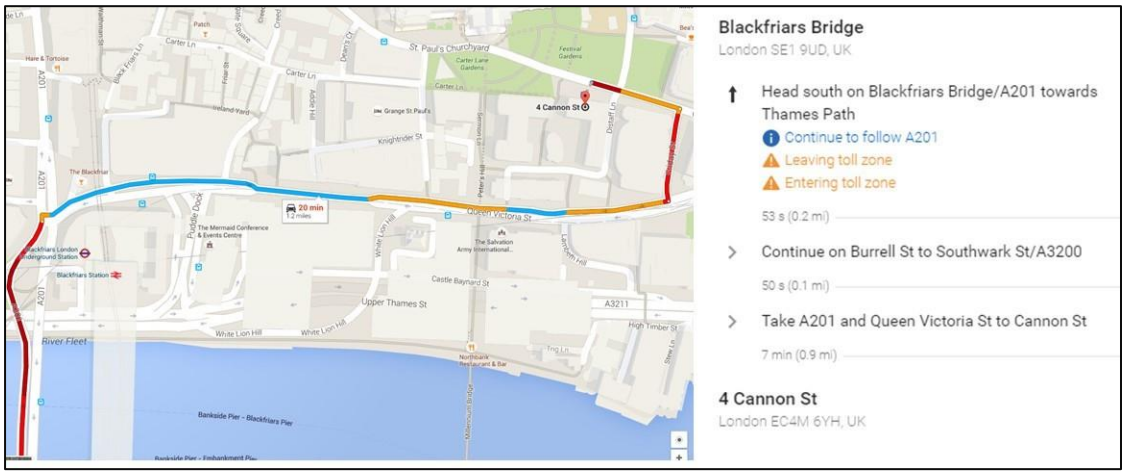
Emphasis has also been placed on prefabrication techniques not only for ease of construction and efficiency in terms of site activity but also with focus to reduce the numbers of deliveries to site as well.

It is noted that a weight limit restriction applies to some of surrounding routes and there is a proposed road improvement scheme at Bank junction which could impact deliveries to site. As such, we have considered access via Southwark Bridge - Upper Thames Street – Queen Victoria Street – Cannon Street as a primary route for deliveries to site. Alternatively, deliveries will be routed through Blackfriars Bridge – Queen Victoria – Cannon Street to ensure site traffic is routed away from the bank junction. Vehicles exiting the Cannon Street pit lane will continue in forward gear only whilst vehicles exiting from Distaff Lane loading point will head east via Cannon Street to leave by the same entry route. All subcontractors will be advised to use of the main roads into the site to minimise disruption of vehicles running up and down restricted residential roads. This will also ensure safety to local residents, pedestrians and control of vehicles entering and leaving site

The proposed route to site in and out of Cannon Street Pit Lane is as follows:



The proposed route out of Distaff Lane is as follows:



Subcontractor packages will be bought with requirement that their principal suppliers achieve and maintain the Fleet Operator Recognition Scheme (FORS) accreditation for their fleet and evidence will be sought to ensure systems, procedures and documentation that demonstrates that their company meets the required standards is in place.

Delivery Management System and neighbourhood liaison

We will implement a delivery management system to control and log all of the deliveries to site and even collection of materials or waste from site. The basic principle of the system is that it is a like a diary of deliveries to site that is used to plan and schedule all deliveries to site including identifying the method of loading/unloading the vehicle. This will minimise congestion around the site and any possible stacking.

We will manage all the delivery taking cognizance of the works in the surrounding buildings especially during refurbishment of Bracken House expected summer 2017. Our neighbourhood liaison officer will coordinate with the neighbours and affected parties to give a regular update of our planned work and consider any impact this may have. We will also provide an up-to-date short-term programme covering each area of work and giving clear date of completion in each case. In event of any delay, the programme will be updated accordingly.

Licences and road closures

We will make application for all the necessary licences and approvals to the statutory authorities for road closures and temporary structures interfacing with the public. We envisage road closures will be required for mobile crane dependent operations and we have had initial discussions with the City of London. We will provide advance summary of future requirements to the CoL officer before submitting a formal application.

4. On site traffic safety measures and good practice

All vehicles entering or leaving the site must do so under the control of a dedicated banksmen who is suitably competent, trained and experienced. Segregation of public and vehicles/personnel achieved by clearly defined site boundary, and a banksman positioned preventing personnel and vehicles coming into contact with each other during site entry/exit.

Working Practices

- Traffic Marshalls dressed in hi visibility jackets will direct all vehicles to access or egress the site.
- Warning signs will be displayed in prominent positions around the site and work area indicating 'CAUTION CONSTRUCTION SITE TRAFFIC'.
- Prior to works starting all personnel will be given a site-specific induction, to advise personnel on any specific safety requirement that are required during the course of the project.
- All vehicular traffic will take due regard to all other road users and pedestrians.
- Delivery vehicles will be spot checked to ensure that they have displayed a FORS logo and monitored to ensure they operate in in accordance with the FORS Standard
- Plant equipment will be off-loaded within the designated off-loading area only.
- Site plants will only be driven by persons that are trained and competent with the appropriate qualifications.
- All flat back lorries will have edge protection for operatives' safety should they have to mount the back of the lorry.
- Audible reversing warning devices will be fitted to all vehicles and be directed by a banksman when reversing.
- All walkways/pavements will be kept clear of debris and/or material to prevent slips, trips and fall hazards
- A site jet washer will be used to clean the wheels of all vehicles before they leave site especially during groundworks. All vehicles will be inspected by the traffic marshal prior to them being allowed to leave site.
- Should the need arise a road sweeper will be utilised to clean the exit to the site and surrounding roads.
- For the delivery of heavy plant, this will be coordinated with the local police via movement orders, the delivery of these typically take place out of hours to avoid presenting disruption to local traffic.
- Should there be a requirement for emergency vehicular access, these vehicles will be given priority right of way either on or off site.

A review of our TMP will be carried out in the event of any major changes to our working procedure or required level of access.

5. Waste management

We are constantly striving to drive-out waste from its own activities and from those of the supply chain. We do this in a variety of ways:

- Eliminate waste at source by reviewing the value stream, i.e. avoiding un-necessary packaging
- Reducing waste, cutting back on packaging, ordering materials to fit where traditionally brought in standard sizes, i.e. plasterboard
- Maximising re-use of packaging, i.e. returning packaging to source for re-use recycling

Where waste generation is unavoidable, we will consolidate all waste on site. The waste will be consolidated in skips to be collected to reduce the number of trips to site and by reducing the number of trips this will minimise the Co2 emissions and disruption to local traffic movement. All waste will be collected from site within normal site working hours.

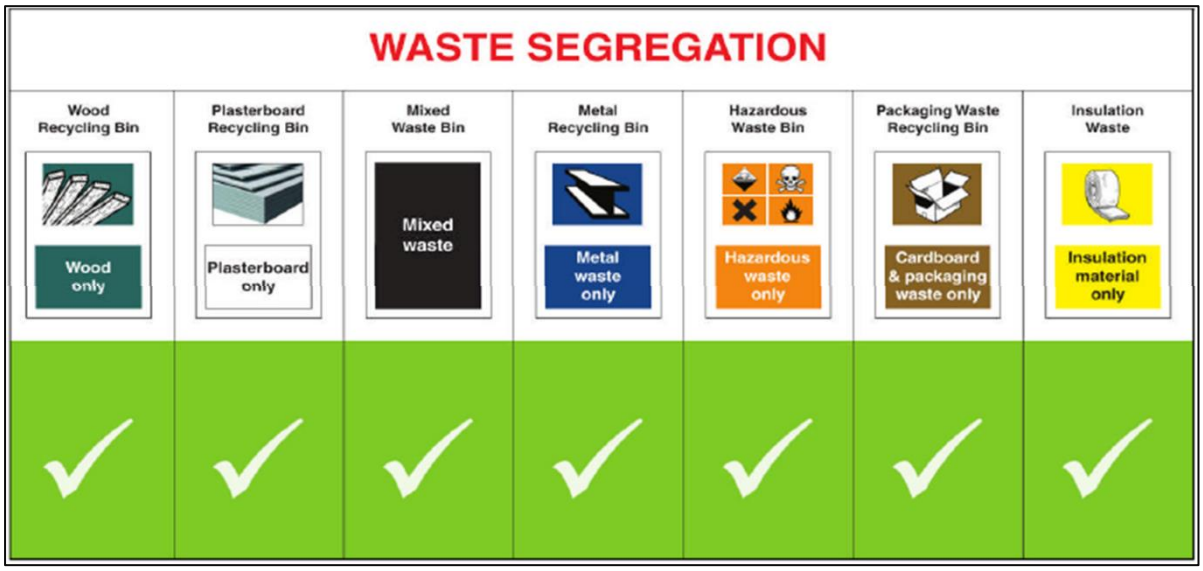


Figure 6: On site waste management strategy

6. Parking/travel arrangements

There is no parking available on site due to the location and the restrictive nature of the site. All operatives/contractors will be advised to use the public transport system, which is very good with St Pauls, Mansion House and Cannon Street underground stations plus Thames Citylink station within a short walk from site.

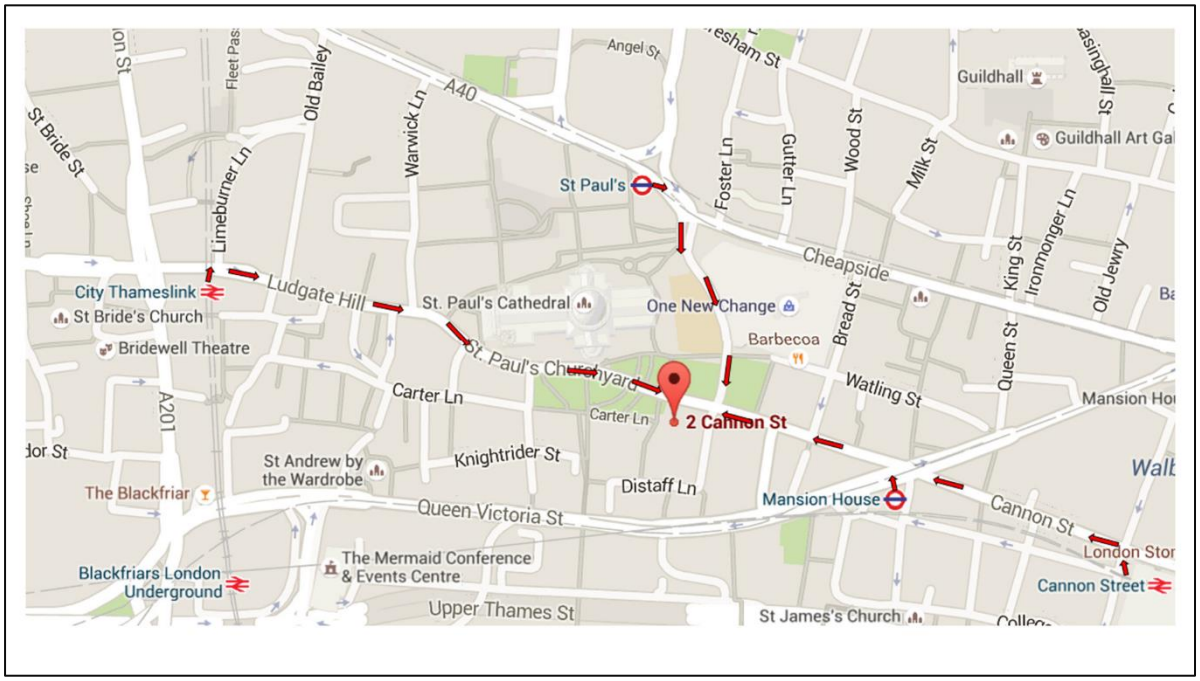


Figure 7: Access to 2-6 Cannon Street from Mansion House Station

7. Further recommendations

This construction Logistics management plan will need to be revised if there are any major changes to any processes that may incur a significant rising of the level of risk from traffic and or traffic management.

We will proactively review the plan regularly to ensure it is fit for purpose. As the site entrances on Distaff Lane is not the only goods delivery entrances and it is envisaged that there will be amendments to the plan and it may be necessary to change it as the project progresses.

Appendix 1

Distaff lane Swept Path Analysis