

SITE / PROJECT NAME:
86 Stanhope Mews East

REF:

ASSESSOR: I. Bainbridge

DATE: 10/11/2021

SITE SPECIFIC INFORMATION:

PRINCIPAL CONTRACTOR (COMPANY): Bauvill Ltd

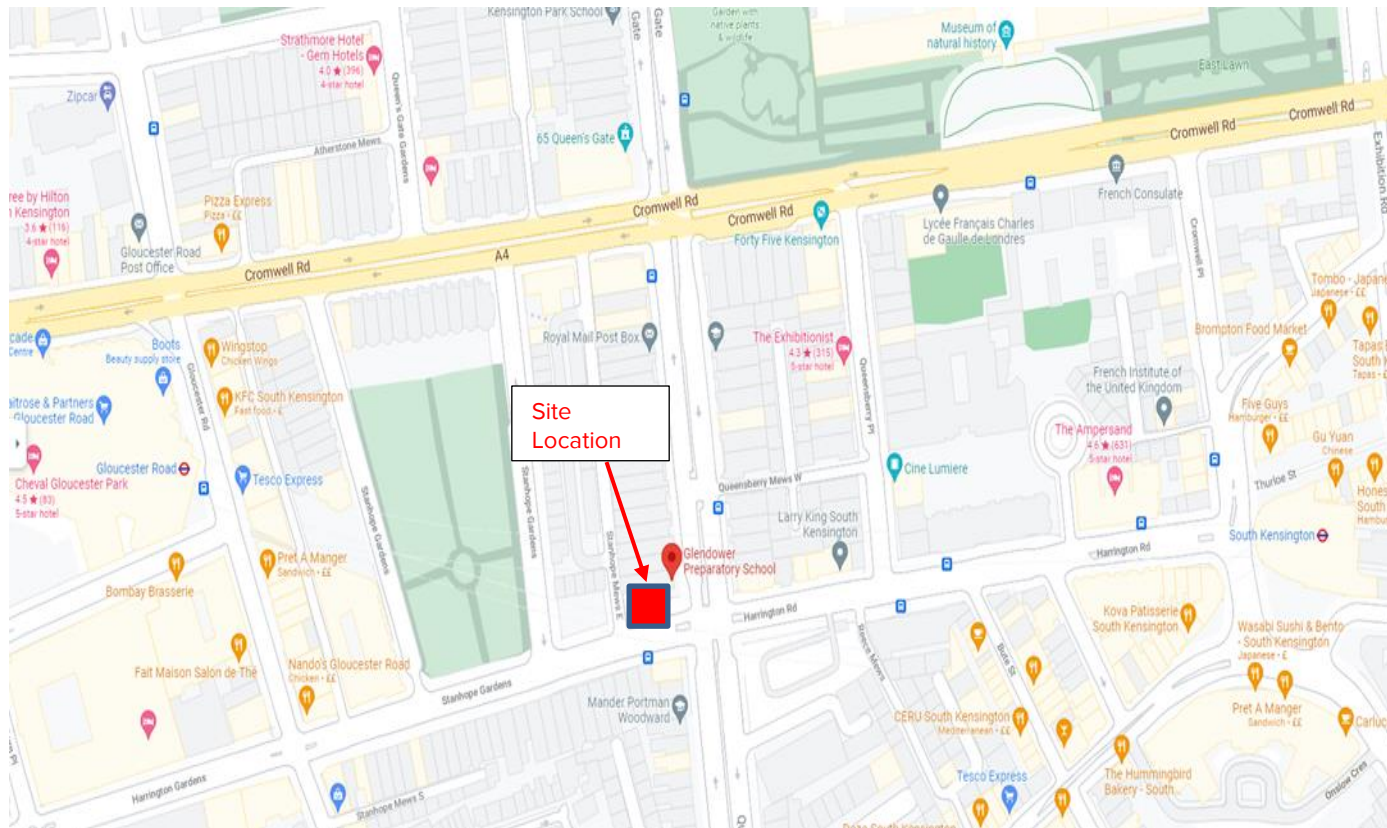
REPRESENTATIVE: Rick Adams – Director

CONTACT NUMBERS (TELEPHONE): 01622-231490

E-mail: rick.adams@bauvill.co.uk

SITE LOCATION :

SITE ADDRESS :
86 Stanhope Mews East,
London,
SW7 5QT



CONDITIONS OF SURROUNDING ROADS: RED ROUTE: YES / ~~NO~~. CLEARWAY: YES / NO. SPEED LIMIT/S: 30 MPH CAMERAS: YES / ~~NO~~.

OTHER DUTY HOLDERS: LOCAL AUTHORITY: Royal Borough of Kensington & Chelsea

PARKING: Metered street parking only

PARKING SUSPENSIONS – 2 number in Stanhope Mews East.

DETAILS OF ANY VEHICLE HOLDING AREA & CALL UP PROCEDURES – There is no vehicle holding area for this project. It must be stressed that at no time would project-related vehicles be permitted to stack up and park on any nearby / surrounding roads.

Suppliers will contact the site 20mins before arrival to site to confirm the loading area is available.

Any early, or unexpected, deliveries will be moved on and told to return at the correct time.

TRAFFIC MOVEMENT RESTRICTIONS: HEIGHT: YES / ~~NO~~ WEIGHT: YES / ~~NO~~

Any vehicle removing rubbish or debris from the site must have the load fully sheeted

HOURS: Normal site working hours will be 08:00 – 18:00hrs Monday to Friday.

There would be no routine work out of these hours, however there may be a requirement to work out of hours for certain activities such as delivery of abnormal loads to reduce the effect on the local environment. These activities would all be subject to prior agreement and/or reasonable notice.

THIRD PARTY ISSUES: PUBLIC PROTECTION METHODS: Pedestrian will be guided to use pedestrian footpath on opposite side of Stanhope Mews East.

DIVERSIONS (FOOT / TRAFFIC): On to opposite footpath.

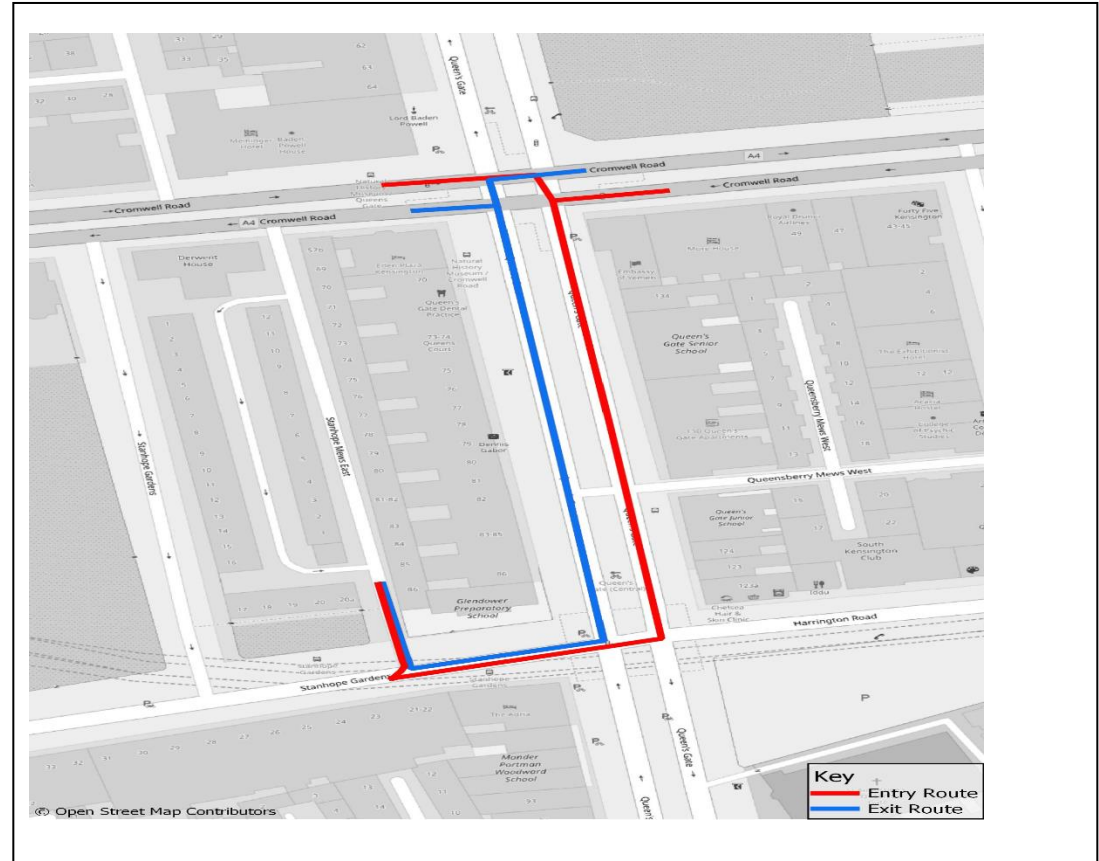


SPECIFIC ROUTES TO & FROM SITE

Construction vehicles will use the primary construction vehicle route to serve outside the Site on Stanhope Mews East, the route is detailed below. It provides the most direct route from the site back to the A4 Cromwell Road and the primary highway network.

Vehicles will travel through London using the strategic road network and access the A4 from the east and west. From the A4 Cromwell Road, they will turn south onto Queens Gate, and travel one block before turning right onto Stanhope Gardens, and then will reverse into Stanhope Mews East. This reverse manoeuvre is necessary in order to avoid the narrow archway at the north end of Stanhope Mews East, and will be undertaken with the assistance of traffic marshalls. The vehicle can then load/unload outside the development site on Stanhope Mews East.

On the exit route, all vehicles will exit Stanhope Mews East in forward gear and turn left onto Stanhope Gardens, and then left onto Queens Gate, travelling north to the A4 Cromwell Road and the wider strategic road network. The vehicle routing plan is shown below.

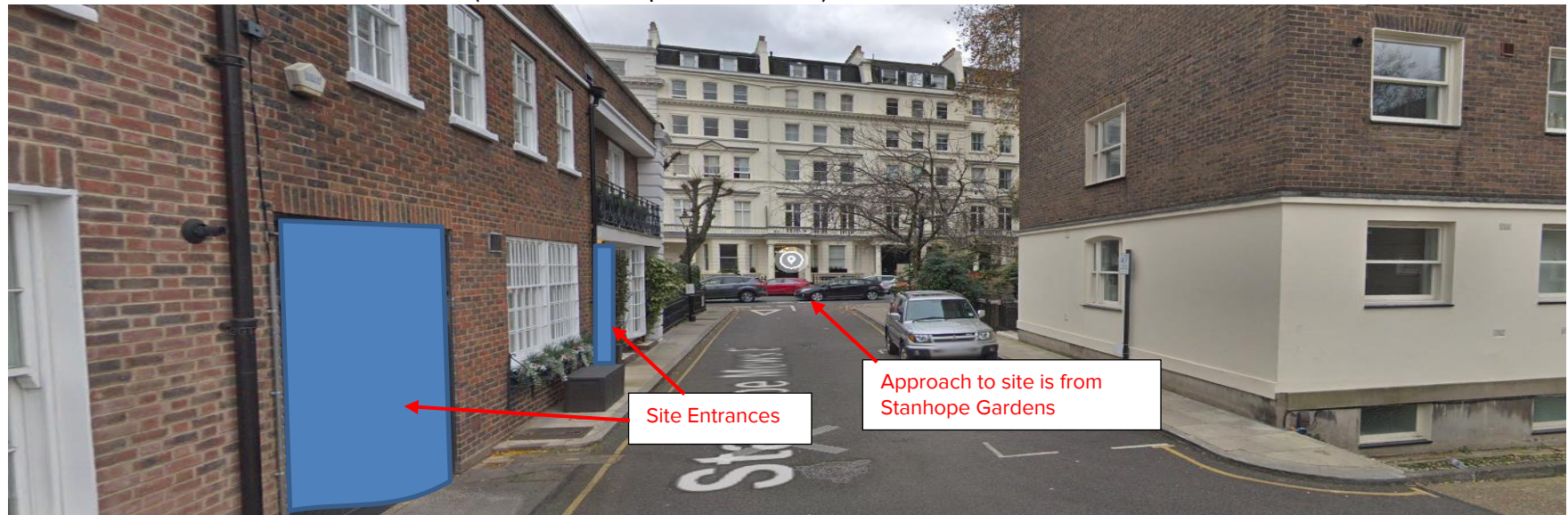


PARKING BAY SUSPENSION

Opposite the site are 2 in number parking bays, these will be require to be suspended for the duration of the project.



SPECIFIC SITE APPROACHES AND ENTRANCE (within Stanhope Mews East):



IMMEDIATE ENTRANCE/S (within Stanhope Mews East):



SET BACK FROM ROAD: YES / ~~NO~~

ONE WAY SYSTEM/S: YES / NO

INITIAL TRAFFIC CONDITIONS AT SITE - VEHICLE AND PEDESTRIAN PATH WIDTHS, LOCATIONS, ROUTES AND HAZARDS / RESTRICTIONS, DELIVERY RESTRICTIONS, EXISTING SERVICES THAT REQUIRE IMMEDIATE ACCESS AND CANNOT BE OBSTRUCTED, OTHER TRANSPORT i.e. BUS STOPS, TAXI RANKS

- The entrance to Stanhope Mews East is directly off Stanhope Gardens which will have a notice in place advising construction deliveries. Cromwell Road end of the road has a narrow gate in place that is inaccessible to construction deliveries.
- Clear signage will be erected advising the public of site works hazard and vehicle movements
- All deliveries will be notified 24 hours in advance, with contact made with site by the supplier 20mins before arrival and banked into and out of Stanhope Mews East by a banksman.
- Deliveries will occur within agreed working hours 9:30am to 3pm, to minimise impact to students arriving and leaving school.



PICTURES TAKEN: ~~YES~~ / NO. DRAWINGS ATTACHED: ~~YES~~ / NO.

FACILITIES FOR RECEIPT OF LARGE SPECIALIST CONSTRUCTION VEHICLES / DELIVERIES AND TRAFFIC IMPLICATIONS, (PUB. & CONST):

PLEASE INCLUDE: DIRECTION OF ACCESS / EGRESS, REVERSING (AVOIDANCE / REQUIREMENTS), PROVISION / REQUIREMENTS FOR BANKSMAN:

- Deliveries will generally be via rigid lorries eliminating the need for specialist delivery and traffic implications.
- Trained traffic marshals will be employed to manage delivery vehicles. Sub-contractors to present a training information for operatives, as per Construction Phase Plan.



PICTURES TAKEN: ~~YES~~ / NO. DRAWINGS ATTACHED: ~~YES~~ / NO.

CURRENT SAFETY MANAGEMENT SYSTEMS IN PLACE – SECURITY, TRAFFIC MARSHALS, SIGNAGE, BOOKING IN SYSTEM FOR DELIVERIES:

- Access on to site will be off Stanhope Mews East through the main security entrance.
- All vehicles attending site will need to be pre-booked 24hrs in advance through Bauvill Management.
- All personnel and deliveries will be required to sign in and off site. In addition there will need to be a visitors book for all visitors to sign on and off site.
- All deliveries drivers will require full PPE when on site and a summary of site rules issued/ advised when they sign in.
- All deliveries will be received by a Traffic Marshal Banksman.



**All visitors and
drivers must report
to site office and
sign IN and OUT**

PICTURES TAKEN: ~~YES~~ / NO. DRAWINGS ATTACHED: ~~YES~~ / NO.

EMERGENCY PROCEDURES CURRENTLY IN PLACE AND ANY FURTHER REQUIREMENTS:

- First aid provision to be provided within Site Office.
- In the instance of an emergency the Bauvill Site Manager will be contacted – Chris Ware
- Following first aid assessment – the first aider will contact the emergency services.
- The nearest hospital is:
Chelsea & Westminster Hospital
369 Fulham Road
London
SW10 9NH



PICTURES TAKEN: ~~YES~~ / NO. DRAWINGS ATTACHED: ~~YES~~ / NO.

PEDESTRIAN TRAFFIC MANAGEMENT SYSTEMS IN USE AND FURTHER REQUIREMENTS:

PLEASE INCLUDE: ACCESS / EGRESS ROUTES, GRADIENTS, SURFACE CONDITIONS, LIGHTING (DAY, NIGHT AND EMERGENCY), FENCING / PROTECTION, PERMANENT / TEMPORARY, WET / DRY, CLEANING FACILITIES, CROSSING POINTS

- Signs to be erected to advise the public of deliveries / waste removal crossing the foot path and entering / exiting the site through the dedicated entrance.
- Protected walkways to be formed should footways fall beneath any perimeter scaffolds. (not envisaged)
- Bauvill will ensure the work area is segregated from the public, in particular loading area.
- There is street lighting in place around the perimeter of the site providing good lighting levels.
- Any work out side of the site confines will be segregated from the general public.



Photographs to be added once such facilities have been established.

PICTURES TAKEN: YES / NO. DRAWINGS ATTACHED: YES / NO.

CONSTRUCTION TRAFFIC MANAGEMENT SYSTEMS IN USE AND FURTHER REQUIREMENTS:

PLEASE INCLUDE: ACCESS / EGRESS ROUTES, GRADIENTS, SURFACE CONDITIONS, LIGHTING (DAY, NIGHT AND EMERGENCY), FENCING / PROTECTION, PERMANENT / TEMPORARY, WET / DRY, CLEANING FACILITIES, CROSSING POINTS

- The site will be fully enclosed by the walls of the existing buildings.
- A traffic Marshal will be appointed to manage deliveries onto and off Stanhope Mews East.
- The site entrances will remain closed at all times when not in use or manned.
- The flow of vehicles to site will be regulated so as to avoid stacking of vehicles on adjacent roads.
- Vehicles will not access the site demise, remaining on Stanhope Mews East in the suspended parking bays.



Photographs to be added once such facilities have been established.

PICTURES TAKEN: YES / ~~NO~~. DRAWINGS ATTACHED: YES / ~~NO~~.

PUBLIC TRAFFIC MANAGEMENT SYSTEMS IN USE AND FURTHER REQUIREMENTS:
PLEASE INCLUDE: ROUTES, GRADIENTS, SURFACE CONDITIONS, LIGHTING (DAY, NIGHT AND EMERGENCY), FENCING / PROTECTION, PERMANENT / TEMPORARY, WET / DRY. PLEASE REMEMBER ANY POSSIBLE CHANGES TO THE CURRENT HIGHWAY MANAGEMENT SYSTEMS.

- There are no observed areas that provide a specific slip hazard.
- Stanhope Mews East will be regularly checked by site management and banksman to ensure it is clean of any residual construction waste / materials
- The site is within the internal confines of 86 Stanhope Mews East.



PICTURES TAKEN: YES / NO. DRAWINGS ATTACHED: YES / NO.

LOADING / UNLOADING ARRANGEMENTS – FACILITIES, AREAS, SEGREGATION, CONTROL

- All deliveries must be banked into and out of Stanhope Mews East by a trained Traffic Marshal. If deemed necessary this will be more than one person.
- Vehicles will have to enter Stanhope Mews East by reversing and exit in a forward position from and to Stanhope Gardens. This due to the nature and layout of Stanhope Mews East.
- Site entrances will remain closed at all times other than for deliveries.
- Loading and unloading will take place from the loading area. Pedestrian walkway outside site will be closed during these operations with pedestrians guided to opposite path by traffic marshal / banksman.
- Material storage will be within the site demise, (areas yet to be defined).



PICTURES TAKEN: YES / ~~NO~~. DRAWINGS ATTACHED: YES / ~~NO~~.

CYCLIST SAFETY

Bauvill are committed to cyclist safety, particularly as construction traffic appears to be over-represented in collisions with cyclists. To this end we endorse the FleetOperator Recognition Scheme (FORS). As part of this initiative we will put in place communications and processes with our supply chain to ensure FORS accredited vehicles (bronze or higher standard) will be used on Bauvill projects and that all vehicles must be compliant with the new Work Related Road Risk (WRRR) standard (see below).

3.2.1 Warning signage Demonstration

All vehicles over 3.5 tonnes gross vehicle weight shall display external pictorial stickers and markings to warn vulnerable roads users not to get too close to the vehicle.



3.2.2 Side under-run protection Demonstration

Fleet operators shall provide evidence that all rigid mixer, tipper and waste type vehicles over 3.5 tonnes gross vehicle weight are fitted with side-guards.

Fitment shall be on both sides of the vehicle unless this is proved impractical or impossible.



3.2.3 Blind-spot minimisation Demonstration

A combination of appropriate vision aids and driver audible alerts shall be fitted to the front nearside of all vehicles over 3.5 tonnes gross vehicle weight.

In addition, appropriate indirect vision aids shall also be fitted to the rear of all rigid vehicles over 7.5 tonnes gross vehicle weight.

Class VI mirrors shall be fitted to all vehicles where they can be mounted, with no part of the mirror being less than two metres from the ground.



Stop. Check. Drive safely

By 1 April 2014, WRRR standards require:

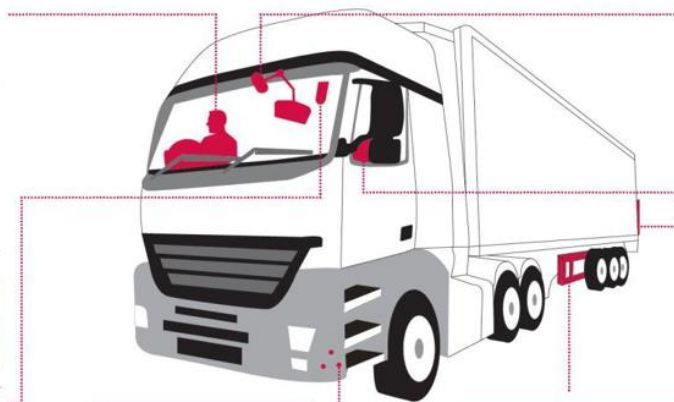
Driver training and development:



Driver licensing:



Quality operation:
FORS or equivalent independent audit certification



Blind-spot minimisation:
e.g. Class VI mirrors



Blind-spot minimisation:
e.g. Fresnel lens



Vehicle manoeuvring warnings:
Audible warning of vehicle turning left



Side under-run protection:



Warning signage:



FINAL ASSESSMENT CHECKLIST TO BE REGULARY USED THROUGHOUT CONSTRUCTION PERIOD

ARE VEHICLES AND PEDESTRIANS KEPT SAFELY APART? YES / NO

ARE THERE SUITABLE PEDESTRIAN CROSSING POINTS ON VEHICLE ROUTES? YES / NO. NUMBER & LOCATIONS:

ARE THERE SUITABLE PARKING AREAS FOR ALL PARKING NEEDS? No parking to be permitted on site, use of public transport will be strongly encouraged.

DO THE VEHICLES AVOID SHARP OR BLIND BENDS? YES / NO.

HAS A ONE WAY SYSTEM BEEN INTRODUCED: YES / NO.

ARE THE PEDESTRIAN AND TRAFFIC ROUTES WIDE ENOUGH? YES / NO.

ARE THESE ROUTES FREE FROM OBSTRUCTIONS / HAZARDS? YES / NO.

ARE ALL ROUTES MAINTAINED? YES / NO.

ARE ALL ROUTES MARKED? YES / NO.

IS SUFFICIENT LIGHTING EMPLOYED, DAY, NIGHT AND EMERGENCY? YES / NO.

ARE FIXED MIRRORS REQUIRED, SPEED LIMITERS" REQUIRED? YES / NO. IF YES, WHERE AND WHY?

HAVE WE BEEN ABLE TO ENSURE THE QUALITY OF THE VEHICLES AND PLANT EMPLOYED ON SITE? YES / NO.

DO WE NEED TO PROVIDE WET WEATHER PROTECTION FOR DRIVERS WHILST LOADING / UN-LOADING? YES / NO.

ARE THERE SUFFICIENT ESCAPE ROUTES FROM LOADING AREAS? YES / NO. ARE THESE MAINTAINED? YES / NO?

HAVE THE TRAFFIC OPERATIVES RECEIVED APPROPRIATE TRAINING? YES / NO. CERTIFICATES SIGHTED? YES / NO.

CAN NON-ESSENTIAL STAFF BE REMOVED FROM TRAFFIC AREAS? YES / NO?

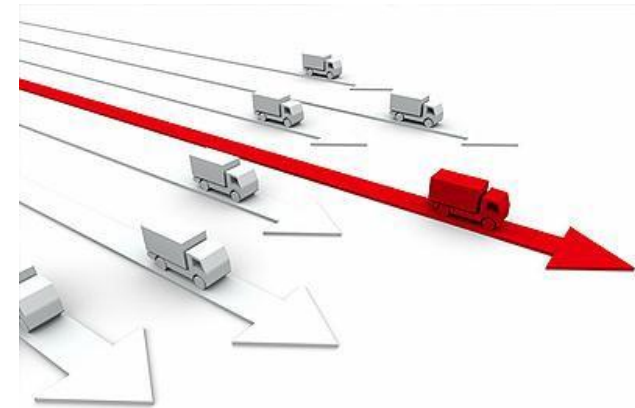
ARE BANKSMAN EMPLOYED WHEN APPROPRIATE? YES / NO? ARE THEY USING AN APPROVED SYSTEM OF COMMUNICATION? YES / NO.

ARE VEHICLES MANAGED ON AND OFF SITE? YES / NO. KEY RETENTION CONTROLS EMPLOYED? YES / NO.

VEHICLE SELECTION – SIZE, TYPE, VISIBILITY, WARNING DEVICES, OUTRIGGERS ETC:

TRAFFIC MANAGEMENT - GENERAL

- Deliveries are to be pre-booked in advance. Failure to comply could lead to deliveries being turned away.
- Unloading of vehicles must be supervised at all times.
- Vehicles reversing must be marshalled with a banksman.
- Vehicle reversing alarms should be fitted.
- Articulated lorries with 40ft trailers will not be permitted.
- Due to restricted storage space, deliveries should be small and regular and timed to suit the programme.
- Materials should be delivered straight to the workface at the earliest opportunity.
- Deliveries should be timed to occur between 09:30 and 15:00 hrs Monday to Friday.



Note:

The contents of this plan will be advised to all site personnel during their pre-start inductions.