



# Devonshire Gardens Cambridge

## Traffic Management Plan

Revision	Prepared by	Issue Date	Issued to
04	MS/Socius	23/09/24	Railpen



# Traffic Management Plan

## 1. Introduction

The Traffic Management Plan (TMP) was previously discharged on 15<sup>th</sup> January 2024 but has been updated to address new service connections and new construction access points (S278) which require Devonshire Road closure. The update also shows the access and egress points switching road to prevent construction vehicles meeting on Devonshire Road. Updates to the TMP have been highlighted in yellow.

This Traffic Management Plan (TMP) shows the intent to minimise the impact of construction logistics on the road network for the duration of the construction phase, with full consideration to the physical constraints and specific needs of residents, schools and businesses.

It will ensure:

- Safety for all vehicular and pedestrian traffic.
- Maintenance of access to local businesses, schools, etc. in the area.
- Maintain highway safety, particularly at unloading zones.
- Booking in system for vehicle deliveries prior to arrival to minimise impacts on residential neighbours, traffic flows. The time of day that trucks will be using the route will be set out to avoid rush hour traffic, etc.
- Supervision at all times at street level during vehicle deliveries and unloading.
- Pedestrian gantries or other measures to maintain footpath access and guarantee public protection.

The Principal Contractor will be responsible for the day-to-day management of the site during the construction phase and therefore accept responsibility for ensuring the CLP and the agreed planned measures are implemented in this period. This CLP will be maintained as a live document throughout the construction phase and will reflect current arrangements on site at all times.

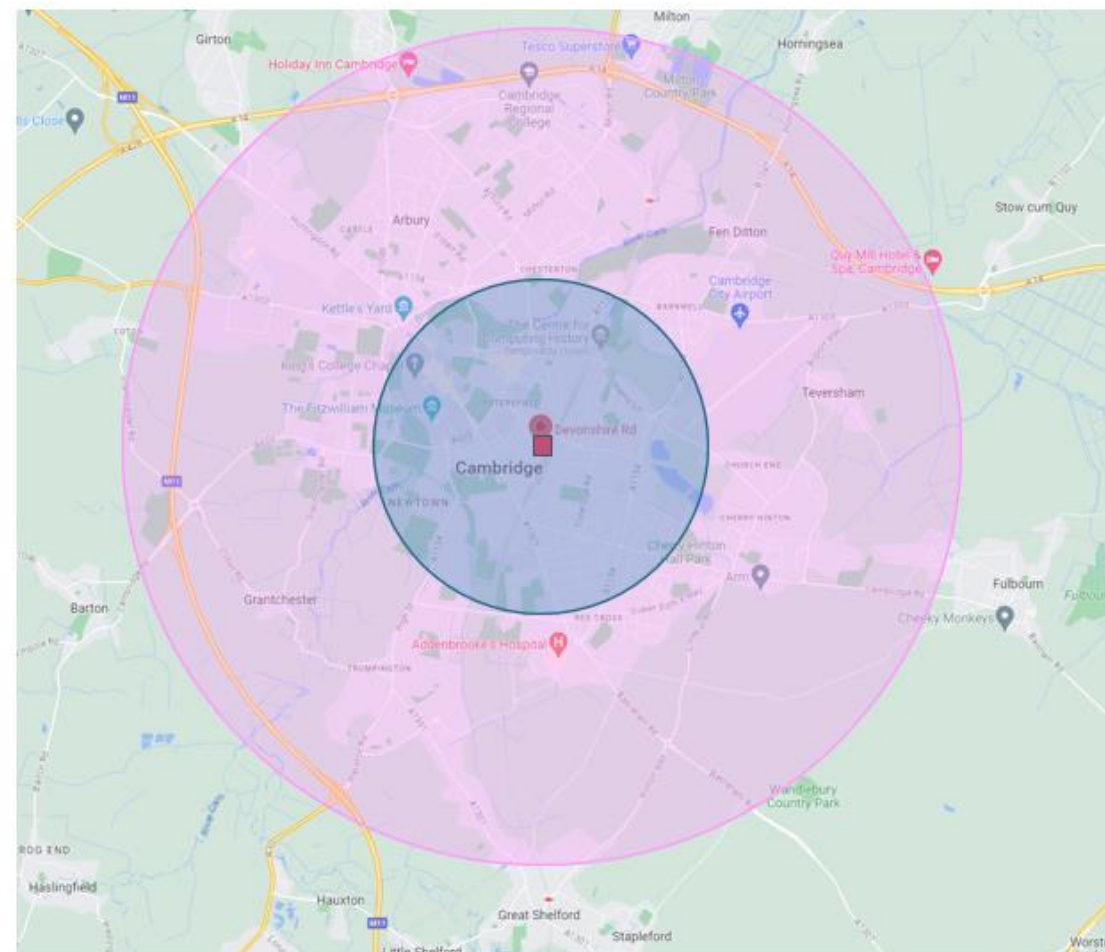
The proposed logistics plans for the demolition and construction works can be found on pages 50 to 52 of this document.

## 2. Project Description & Location

The project consists of the demolition of an existing depot building and redevelopment of site to provide three new buildings comprising Class E (g) (i) / E (g) (ii) floorspace with associated plant and cycle parking, two new residential buildings with associated plant and cycle parking, one new building comprising flexible commercial space (Class E) to include a creche with associated cycle parking, flexible community space (Class F.1 / F.2), hard and soft landscaping and associated access.

The site is located off Devonshire Road, Cambridge. CB1 2BJ, close to Mill Road. The National Rail station is 350m to the South within a 4-7 minute walk. The City Centre is some 1.5km North-West, or within a 15-20 minute walk.

The demolition phase is programmed to take 12 weeks, with construction works programmed for a further 102 weeks.



- Site Location
- 2km Walking Radius
- 5km Cycling Radius

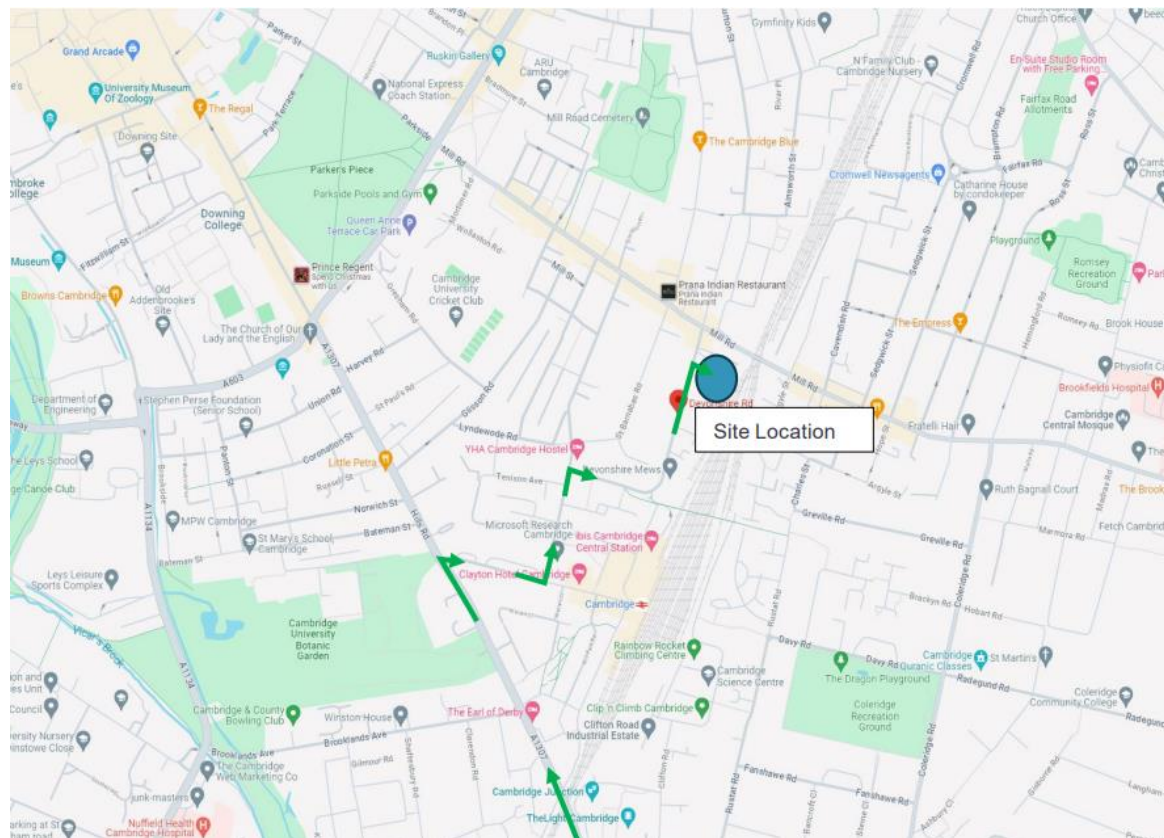
# Traffic Management Plan

## 3. Vehicle Access / Egress Routes

The proposed route for project deliveries is shown below and is unchanged from the approved TMP, except for a short period of time when an alternative arrangement will be required to allow vehicles to access and egress the site through the existing Travis Perkins entrance.

The proposed route is demonstrated on page 4 and is required whilst sewer connections and the new construction access (S278) points are being constructed. It is anticipated this arrangement will be required for c.8 weeks.

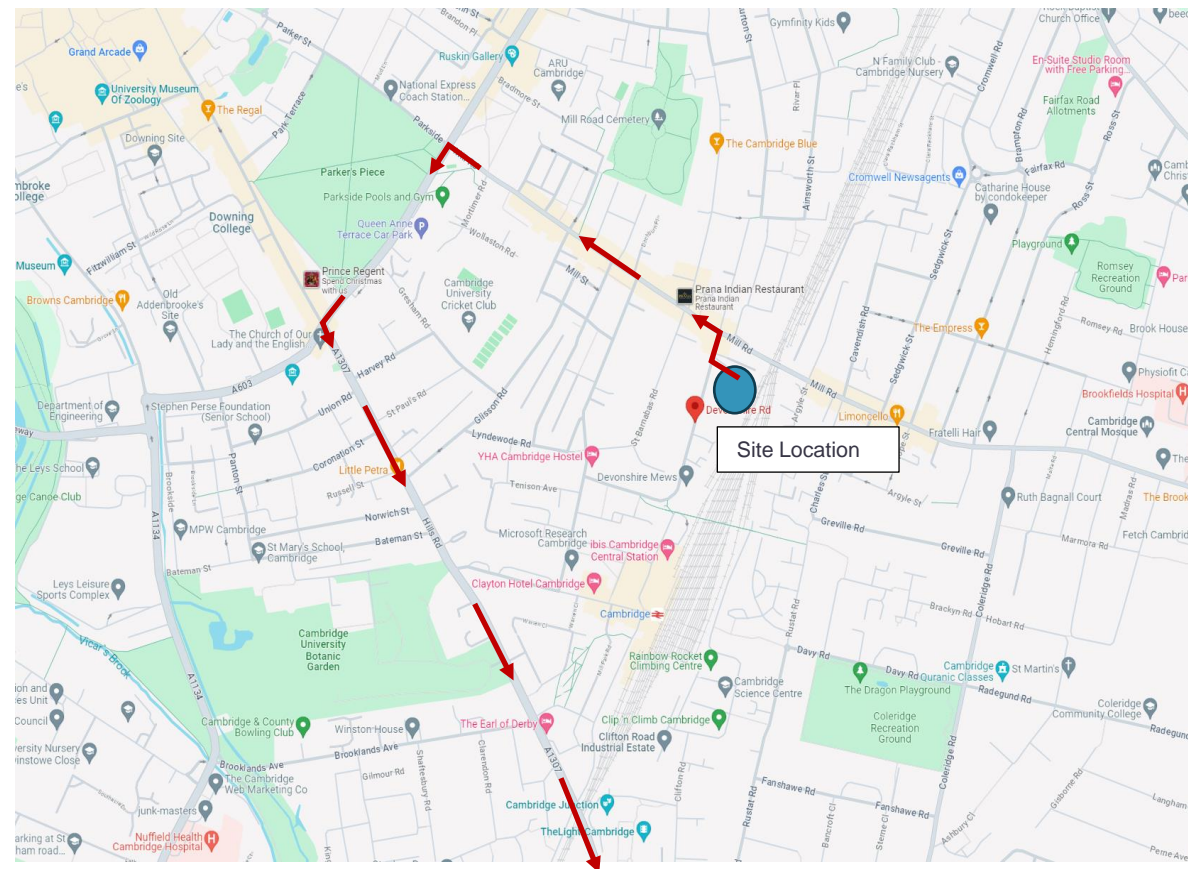
### Access Route



Locations of temporary signage for the approved route will be discussed with the Cambridge City Council highways officer. Heavy Goods Vehicles (HGV) movement's will be restricted within the agreed working hours of 08.00 - 18:00 hours on weekdays and 08:00 - 13:00 hours on Saturdays.

Deliveries are to be evenly spread and avoid peak traffic flow periods as far as reasonably practicable. Deliveries and collections will generally be restricted to between 09:30am and 4:30pm; this is to ensure that during peak times demolition traffic will be prevented from causing obstructions to the highway.

### Egress Route





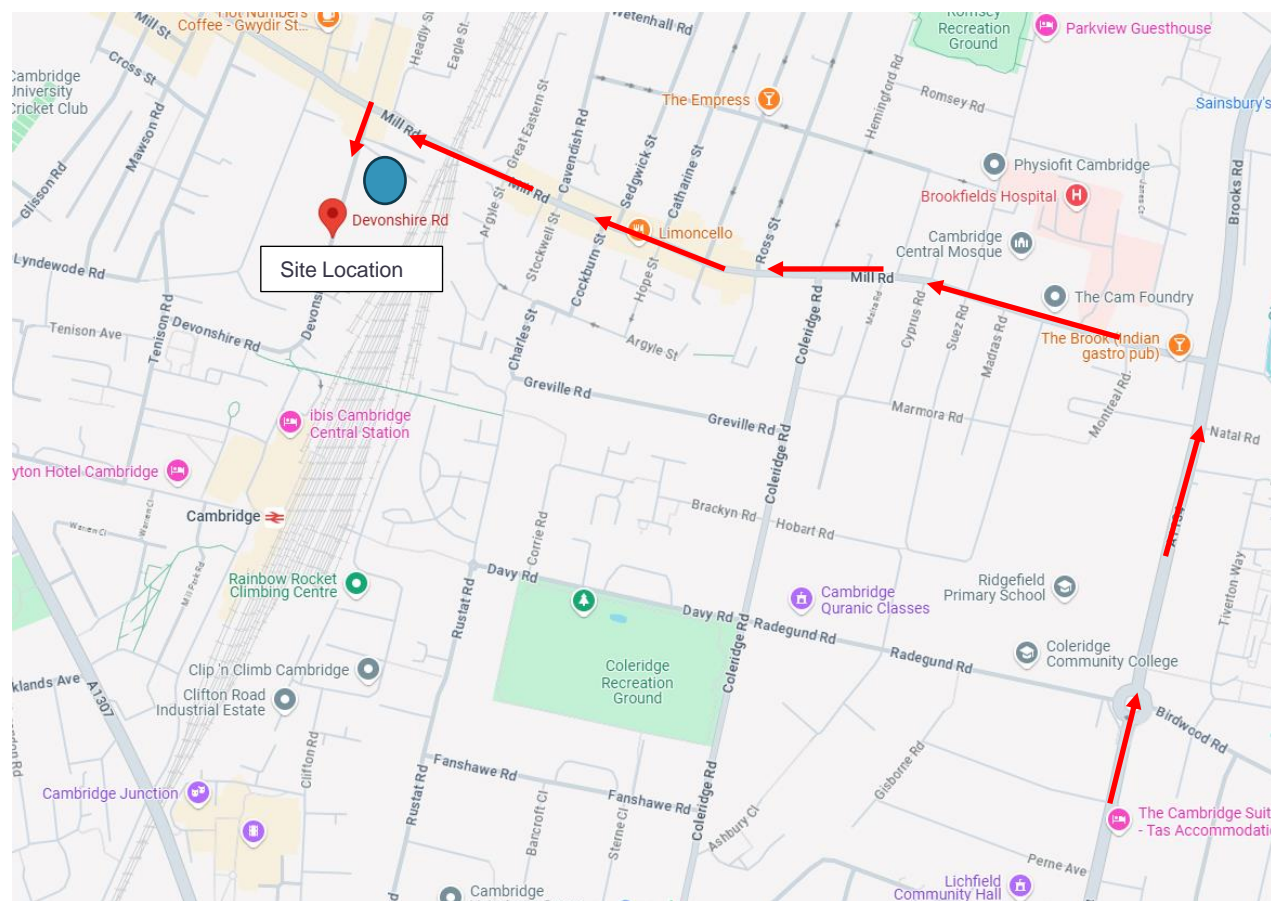
# Traffic Management Plan

## 3. Vehicle Access / Egress Routes During S278 Works

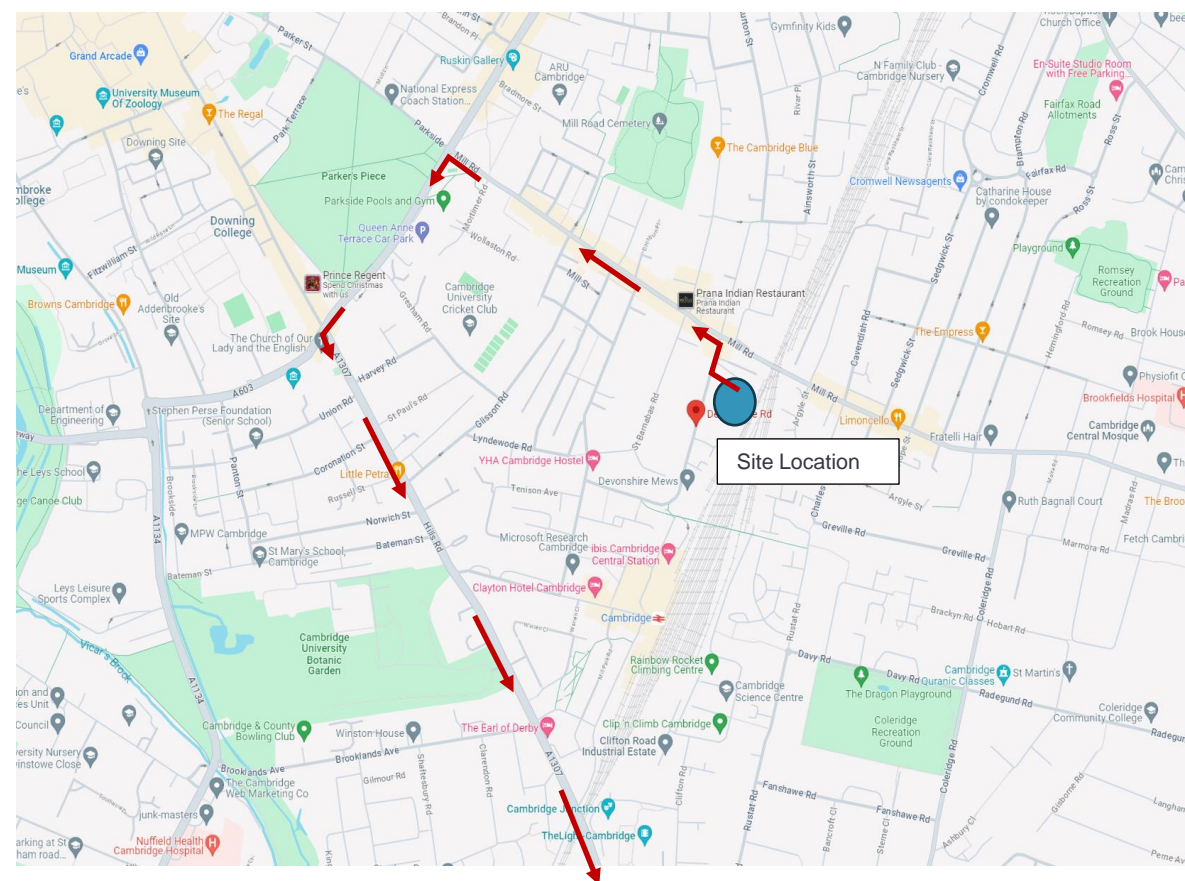
The proposed alternative site access route is heading northbound along Perne Road/Brooks Road, Turning left onto Mill Road, left again on to Devonshire Road and left into the existing Travis Perkins entrance. Cambridgeshire Highways have confirmed there are no weight restrictions or turn restrictions along this route.

Traffic marshals will be deployed when large vehicles (**Articulated vehicles will not be used**) undertake the left turn from Mill Road into Devonshire Road due to the high levels of cycle and pedestrian movements. It is expected that the vehicle that will access the site from Mill Road will be required to cross the other carriageway, therefore the traffic marshals duties will include management of pedestrians, cycles and vehicles during the manoeuvre in both directions.

### Alternative Access Route During Road Closure



### Egress Route





# Traffic Management Plan

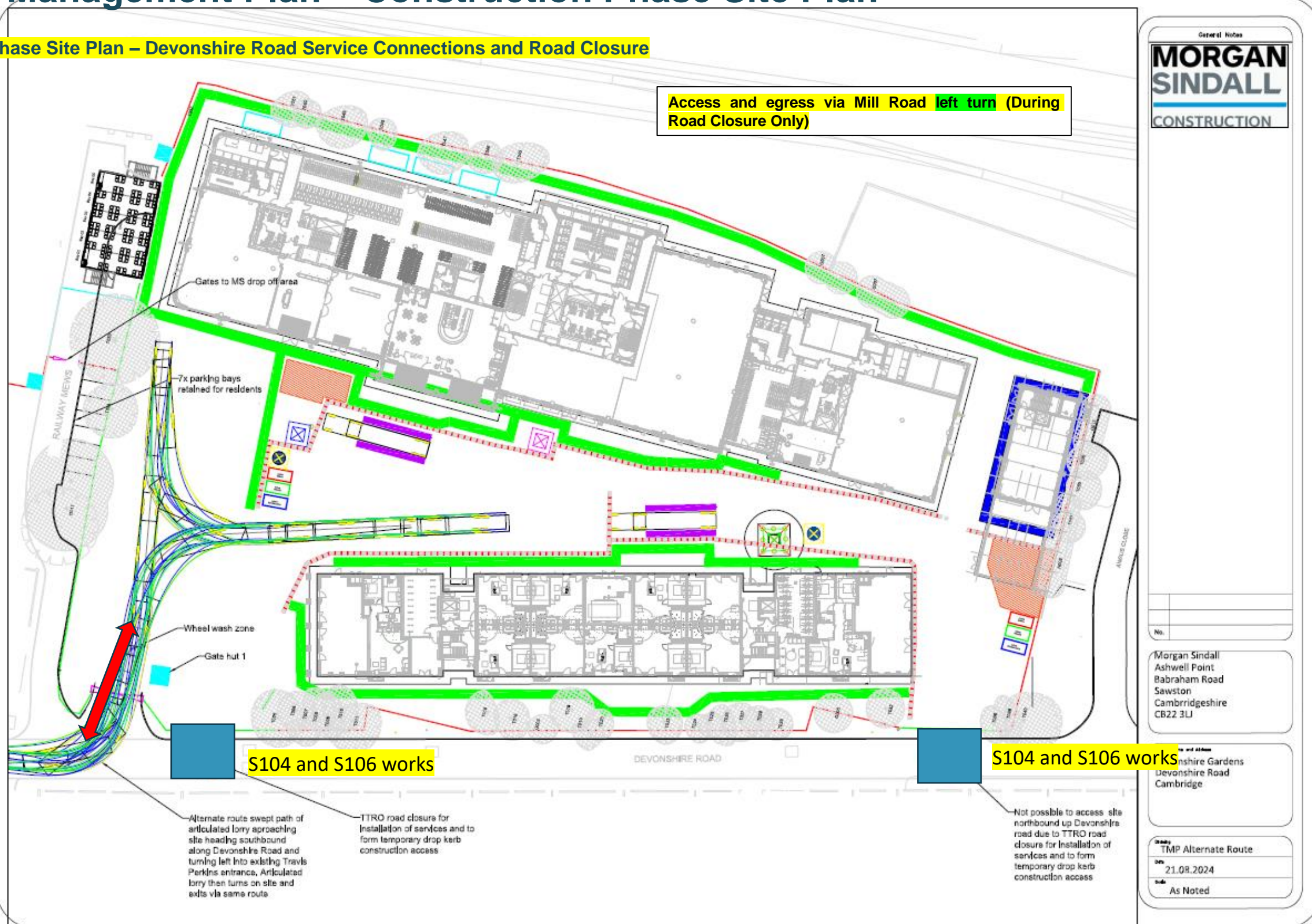
## 4. Demolition Phase Site Plan





# Traffic Management Plan – Construction Phase Site Plan

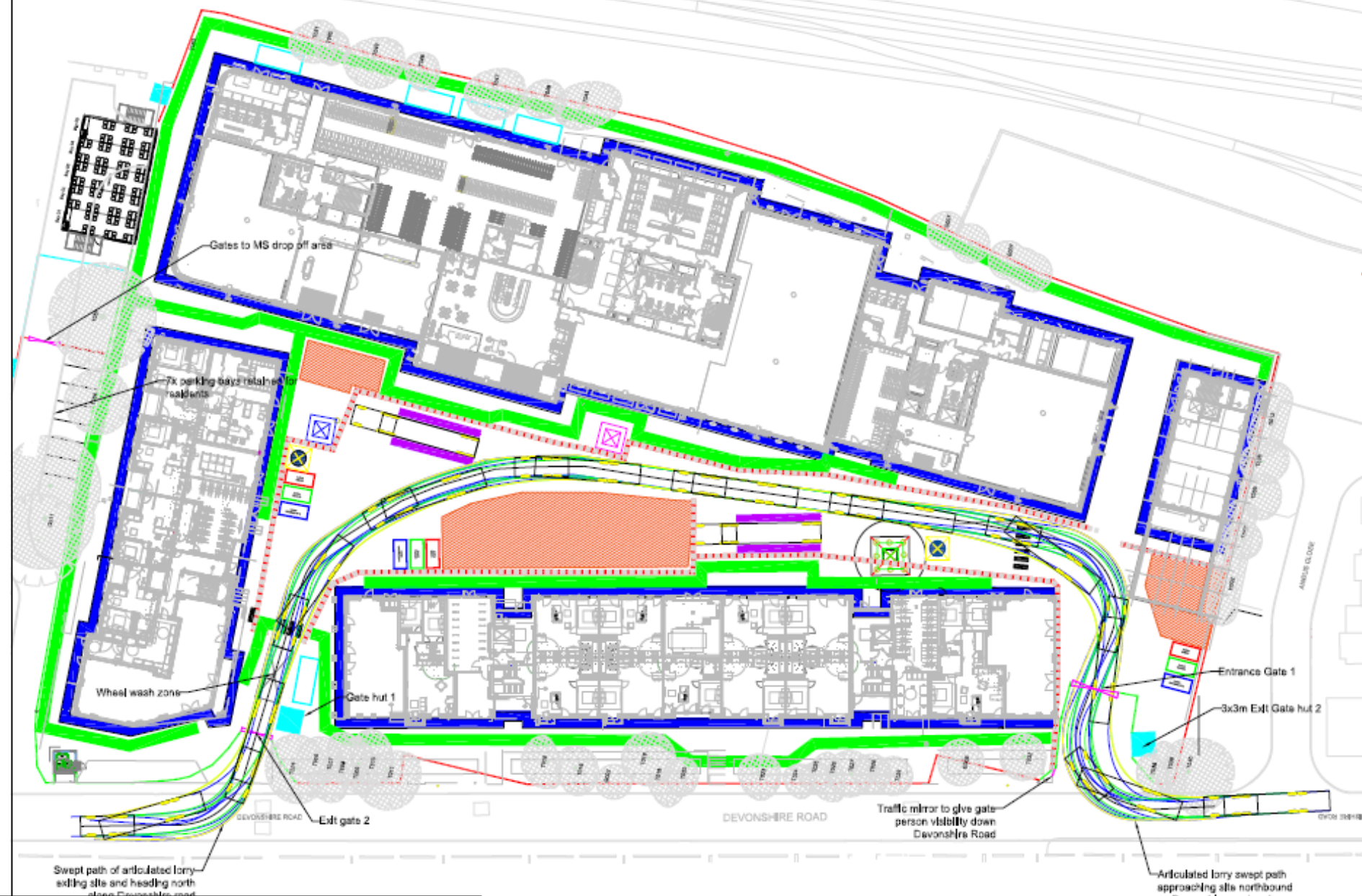
## 5. Enabling Phase Site Plan – Devonshire Road Service Connections and Road Closure





# Traffic Management Plan – Construction Phase Site Plan

## 5. Construction Phase Site Plan



Access via south on Devonshire Road and egress via north onto Mill Road exiting left

General Notes  
**MORGAN SINDALL**  
CONSTRUCTION

Morgan Sindall  
Ashwell Point  
Babraham Road  
Sawston  
Cambridgeshire  
CB22 3UJ

Project Name and Address  
Devonshire Gardens  
Devonshire Road  
Cambridge

Drawn: Logistics plan  
Date: 04.09.2024  
Scale: As Noted



# Traffic Management Plan

## 6. Vehicle Access / Egress to the Site

### Vehicles Movements - General

All construction traffic entering and leaving the site will be closely controlled and during delivery times, traffic marshals will be positioned at the egress / ingress point to control and record entry and exit movements.

The following site rules will be in place for vehicle movements:

- All vehicles entering site are to be regularly maintained vehicles.
- Obey all Safety and Traffic signage.
- Beware of pedestrians and site operatives at all times.
- Signage, perimeter hoarding, traffic barrier systems and a physical barrier will be erected to keep vehicles segregated from site pedestrians.
- No parking directly outside the site is permitted.
- Beware of other vehicles on site.
- Be considerate and polite to all road users and pedestrians.
- All deliveries are to be escorted by a banksman whilst moving on site.
- Speed limit to all vehicles on site.

### Vehicles Movements – Demolition and **Enabling Works Phase**

Vehicles will enter and exit the site via a single gate located at the Mill Road end of the site (as indicated in the plan in section 4).

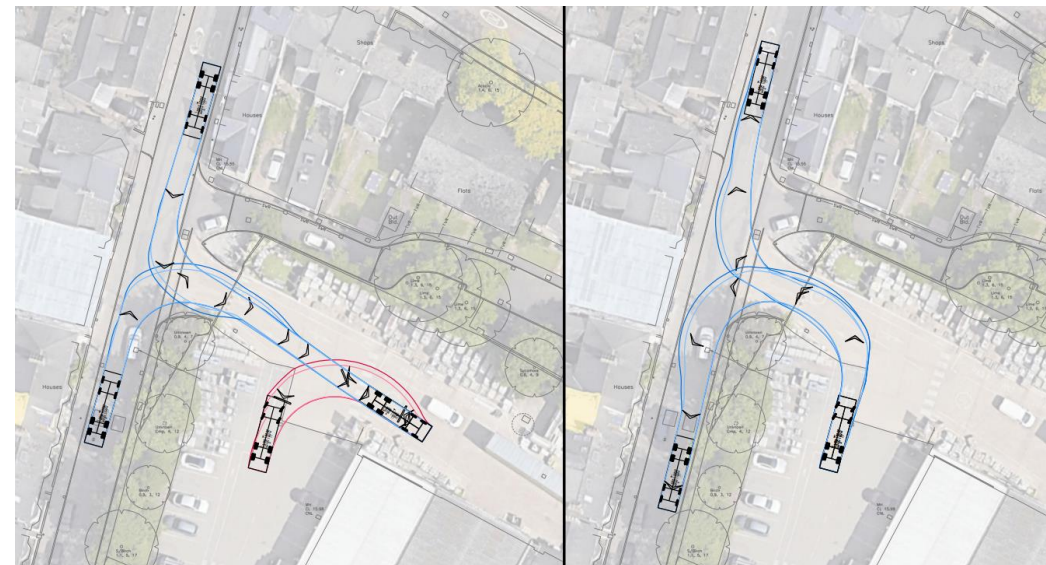
The entrance gates will remain open during the day to ensure vehicles can pull into the site and not obstruct the public highway. During the day the vehicle entrance / exit will be controlled by Traffic Marshals / Gateman.

The width of the site entrance / exit will be a minimum of 6.5 metres.

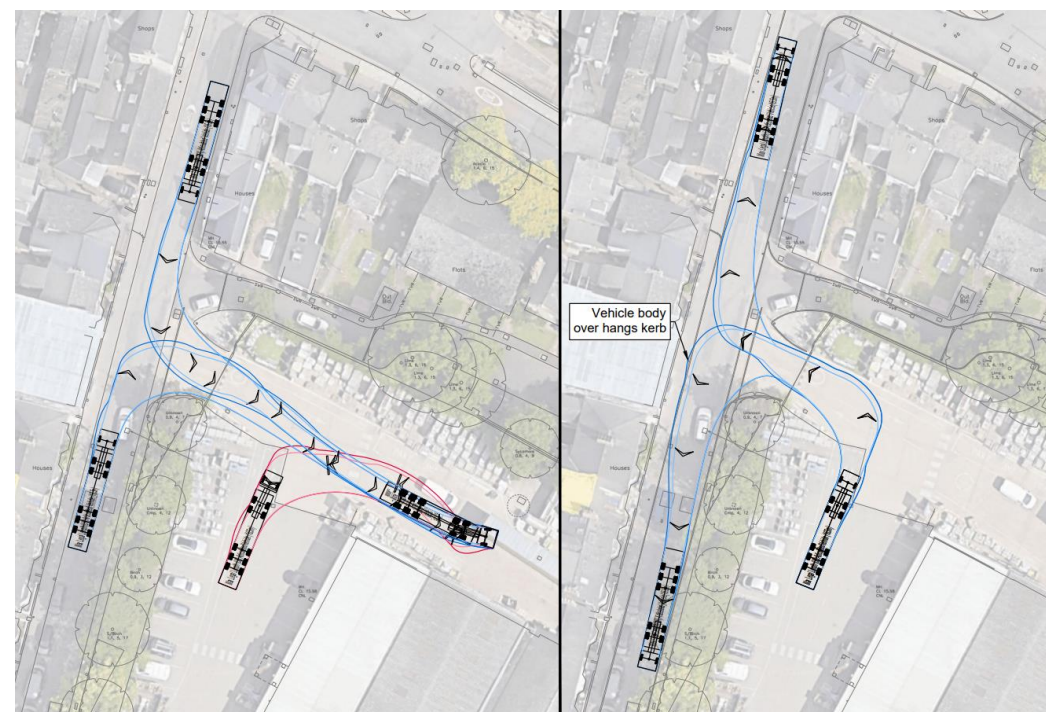
The adjacent layout show the swept path analysis for a large tipper truck and 16.5 metres artic.

Note: The layouts show that if the 16.5m artic where to exit the site heading south onto Devonshire Road, the body of the HGV does overhang onto the kerb. This will not be an issue as vehicles will not head South on exiting the site, they will head North as per the route shown in section 3 of this document).

Swept Path – Large Tipper



Swept Path – 16.5 metre artic





# Traffic Management Plan

## Vehicles Movements – S278 Works Phase

Vehicles will enter and exit Devonshire Road via Mill Road (as indicated in Section 5) only whilst part of Devonshire Road is closed to facilitate works to create the new access points into site.

Only large tippers and smaller vehicles making the left turn from Mill Road into Devonshire Road will be marshalled by 2nr. banksman. Both banksman will be required to prevent oncoming cars along Devonshire Road and the other will manage vehicles, cyclists and pedestrians along Mill Road in both directions.

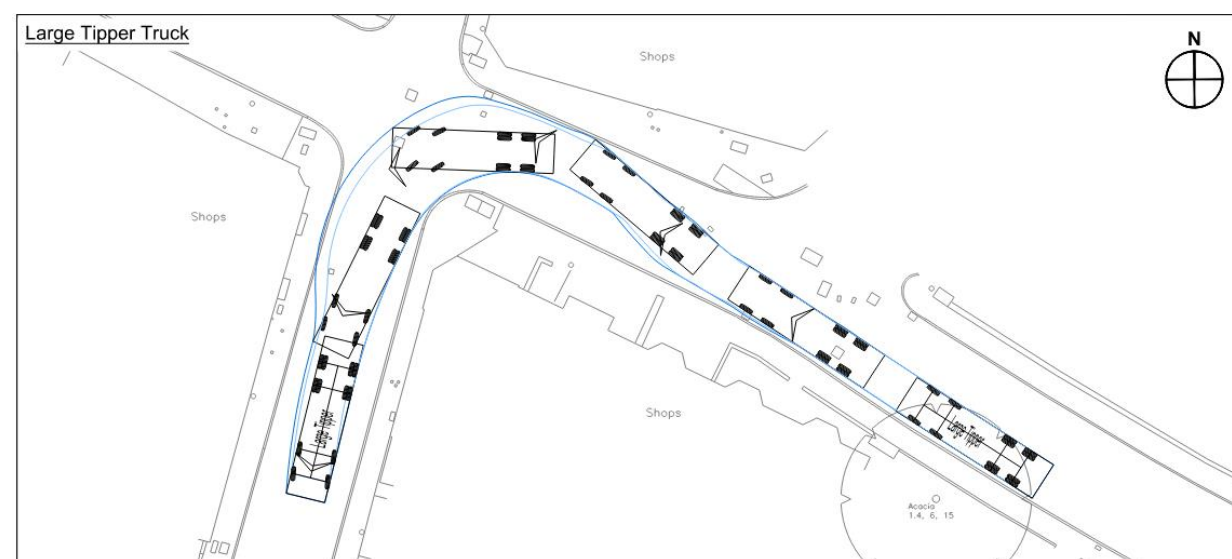
In all instances deliveries and collections will be booked in advance with vehicles held off site until ready so there will be no instance of un-controlled activity. A clear understanding of this will be distributed to the supply chain prior to work starting on site.

It is of note that certain activities such as muck away or importing stone will require a chain of vehicles to attend site, at which point it will be managed so that the road is closed for the shortest period of time, and that adequate space on site exists to minimise disruption to traffic on Devonshire Road.

Activities will be completed in line with the planning requirement operational hours

To be compliant with CLOCS the turn will always be forward moving, and no reversing is accepted.

## Swept Path – Large Tipper





# Traffic Management Plan

## Vehicles Movements – Construction Phase

In alignment with the Construction Logistics and Community Safety (CLOCS) guidelines, all vehicles will access the construction site through a dedicated vehicle access point located on the **South** side. To enhance safety and efficiency, a one-way tarmac road has been established, facilitating the exit of vehicles from the south side of the site. This one-way traffic flow minimises the need for vehicles to manoeuvre within the confines of the site, reducing the risk of accidents and congestion. This is indicated in the plan in section 5.

To ensure safe vehicle movement and operations, a minimum of two banksman personnel will oversee all vehicle manoeuvres, adhering to CLOCS best practices to prioritise safety, efficiency, and community well-being

The entrance gates will remain open during the day to ensure vehicles can pull into the site and not obstruct the public highway. During the day the vehicle entrance / exit will be controlled by Traffic Marshals / Gateman.

The width of the site entrance / exit will be a minimum of 6.5 metres.

The entrance swept path will be as those shown on the previous page.

The adjacent layout shows the swept path analysis of a typical exiting the site.

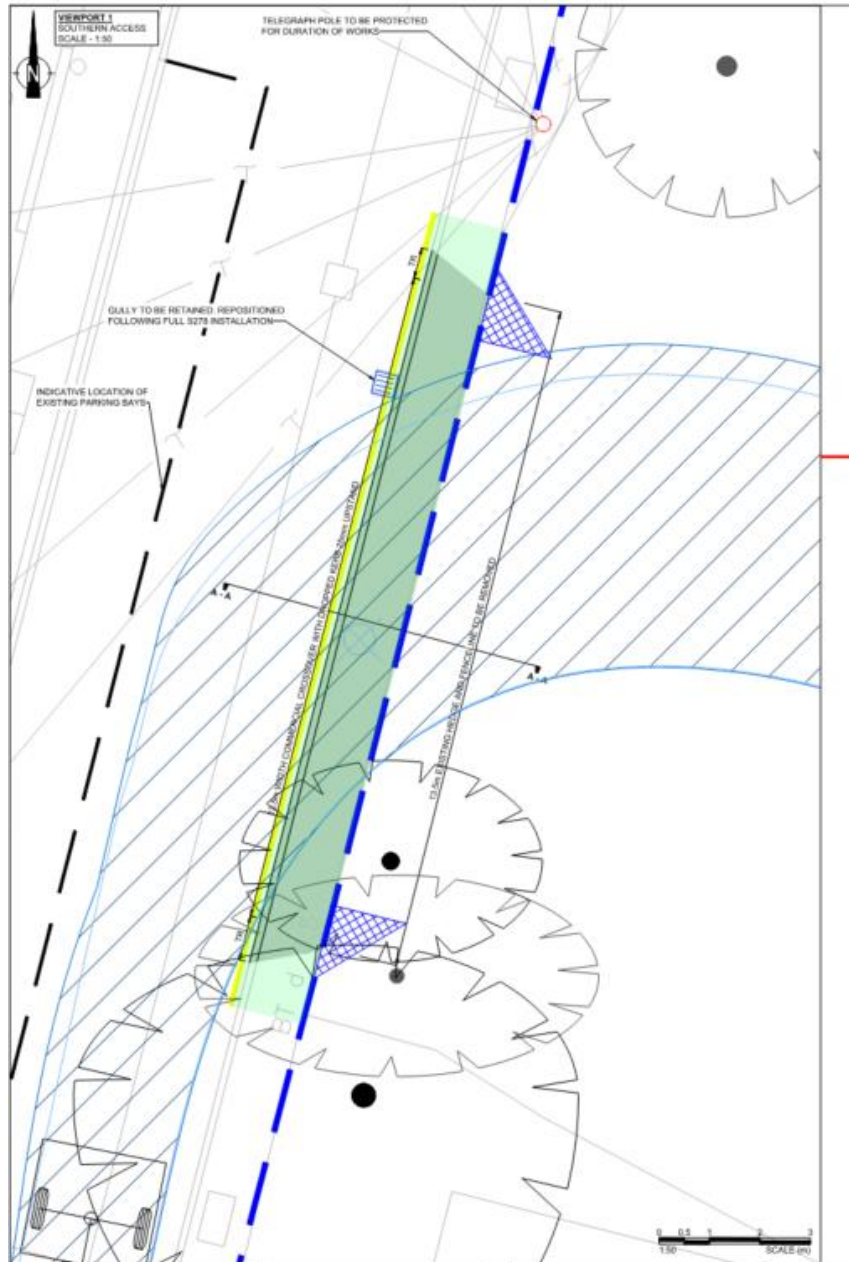
The images on the following 2 pages show the proposed layouts for the site entrance and exit, during the construction phase.



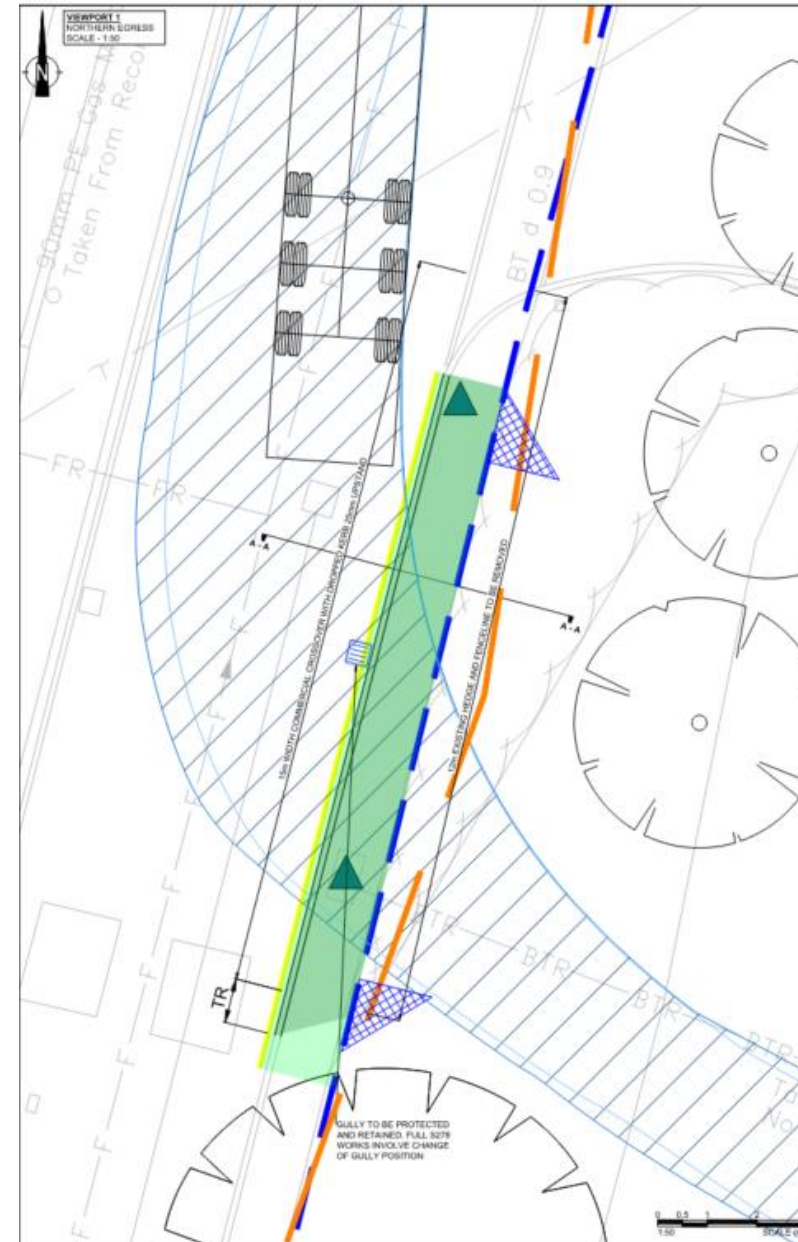


# Traffic Management Plan

## Construction Phase – Southern Access Entrance



## Construction Phase – Northern Egress Exit





# Traffic Management Plan

## Construction Phase – Southern Access Entrance





# Traffic Management Plan

## Construction Phase – Northern Egress





# Traffic Management Plan

## 7. Vehicle Coordination

### General

Specific “NO DELIVERY” times are expected to be adhered to. In order to prevent a build-up of traffic on the public highway staggering of delivery/collection times will be employed.

### Demolition

The demolition contractor shall have overall responsibility for the coordination of demolition deliveries/collections and will advise what times vehicles are expected to arrive on site.

The demolition contractor Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site. During busy delivery/collection periods the vehicle drivers will be asked to contact the Site Manager 20 – 30 minutes prior to the agreed delivery/collection time to ascertain the site is clear for their arrival. Should there be a delay with a vehicle on site the oncoming vehicle will then be asked to wait outside the borough / village until the site is clear.

### Enabling Works/ Construction

During the enabling and main construction works, an electronic delivery management and booking system will be operated by the Principal Contractor to ensure multiple deliveries do not occur.

The Main Contractor’s Logistics Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site.

## 8. Wheel Wash

### Demolition

With exception of the Archaeological trenches and the removal of the footings / foundations to the demolished structures, the demolition works do not involve the breaking ground on site; therefore, the works can be co-ordinated to ensure that demolition detritus is not transferred to the public highway.

The demolition contractor will have a jet wash available on site should conditions change and this will be available to use for the washing down of vehicle wheels prior to them leaving site. Drainage runs will be covered over with geo-textile material that will allow water to enter the drains but keep detritus out.

### Enabling Works/ Construction

As a primary control measure all delivery vehicles will run on specifically constructed haul roads and hardstanding’s

During the initial groundworks phase of the project a tarmac road will be formed. This will eliminate mud transfer onto the highways and also reduce the potential for dust during dry windy conditions.

During the groundworks phase of the project, wheel washing procedures will be introduced to ensure all wagons are free from mud when leaving the site. This will be carried out in a segregated area where water runoff will be prevented from contaminating the water course.

Road sweeping services will be available throughout the project to ensure the cleanliness of all adjacent roadways and the site team will undertake daily inspections ensure their cleanliness, including all pavements and gutters.

The frequency and duration of the road sweeping will be monitored closely and be appropriate to the works being carried out on site. The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority



# Traffic Management Plan

## 9. Parking

### Demolition

During the demolition works, the site shall have an area dedicated to site personnel who will require daily access and parking on the site, as shown in the plan in section 4 of this document.

### Construction

There will be no parking available on site during the main construction period. Unapproved parking on public roads will not be allowed and the labour force will be encouraged to use public transport and the park and ride. Any local traffic management measures for site access will be agreed with Cambridge City Council prior to construction works commencing.

On site facilities for cycle / scooter storage and showers will be provided to encourage use of alternative means of travel.

## 10. Protection of Pedestrians & Cyclists

Signage to identify the site shall be erected at the main entrance of the site. This shall be placed to ensure vulnerable pedestrians are made aware of the site traffic using this entrance / exit. This will also be erected temporarily during the S278 works along Devonshire Road and the part road closure in accordance with the Highways permit requirements, this will also include letter dropping and advance notice signage.

Where existing footways and cycleways are affected by the works, a safe passage will be maintained for pedestrians and cyclists. If this is not possible at any time, a safe alternative means of passage around the works will be provided in accordance with the requirements of Chapter 8 of the 'Traffic Signs Manual' and the 'Code of Practice on Safety at Street Works and Road Works' as published by HMSO and any amendments thereto.

Any pedestrian movement affected by security hoarding or scaffold to the boundary of the site will be dealt with by pedestrian management and appropriate signage in consultation Cambridge City Council authorities. Any necessary traffic signs, cones, barriers and lighting required through the construction phase will be provided by the Main Contractor.

Vehicles accessing / egressing the site shall be controlled by the use of banksmen. Banksman will also be deployed to facilitate the temporary access to site via Mill Road during the S278 works and Devonshire Road part closure.

A neighbourhood letter shall be posted to the local residents prior to commencement. This shall outline the works to be undertaken and provide contact telephone numbers should they have any questions, queries or complaints.

Workforce pedestrian access to the site will be controlled by security turnstiles as indicated on the plan in section 5 of this document.

## 11. Provision for Disabled People

All necessary provision will be made to ensure the needs of disabled people are met in the vicinity of the works by forming ramps if necessary and by giving clear visual warning to partially sighted pedestrians in accordance with Chapter 8 of the 'Traffic Signs Manual' and the 'Code of Practice on Safety at Street Works and Road Works' as published by HMSO and any amendments thereto.

All openings or obstructions on the road will be barricaded off with a continuous rail which is strong enough to offer the necessary resistance should a blind person walk into it. The rail will be 1m above the ground level. There will also be a tapping rail of minimum depth 150mm with a lower edge at ground level or up to a maximum height of 200mm above the ground.

## 12. Impact on Other Highway Users

It is not envisaged to store any plant or materials on the public highway. All plant and materials will be stored on the site within the Contractors compound / site boundary.

It is not intended to use the Public Highway for any demolition or construction activities.

## 13. General Management Issues

### Monitoring

The demolition or main contractor (dependent on the phase of works) shall be responsible for ensuring this Traffic Management Plan is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. Any divergence from the plan shall be amended and the plan re-issued to the Client.



# Traffic Management Plan

## Domestic Waste Collections

It shall be the responsibility of the **contractor's** Site Manager or main contractor Logistics Manager (dependent on the phase of works) to ensure the times of deliveries/collections do not interfere with domestic waste collections services for local residents. Times shall be sought from the local authority and site shall plan to avoid large deliveries within these periods, where practical.

## Complaints Procedure

The Site Manager and Contracts Director shall deal with any complaints from the local residents in coordination with the Client Project Manager who must be informed of any complaints.

Contact details for the Clients Project Director will be included within all letter drops as well as being displayed on the hoarding. The Project Director will be able to give any further information to the caller or deal with any complaints directly. All comments and complaints will be logged and available to review upon request by the Local Planning Authority.

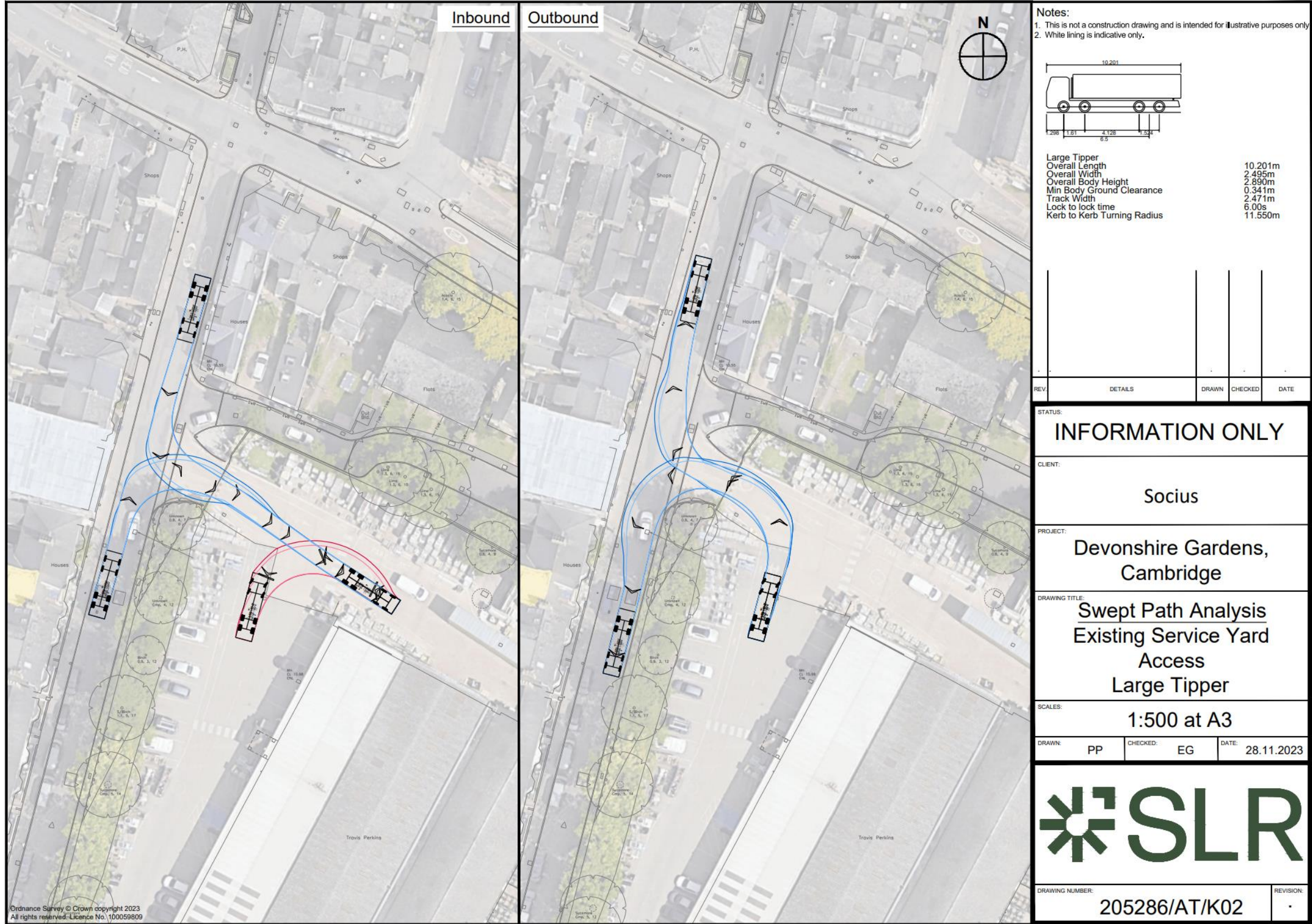
## Damage to the Adopted Public Highway

If construction traffic cause any damage the adopted public highway such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.

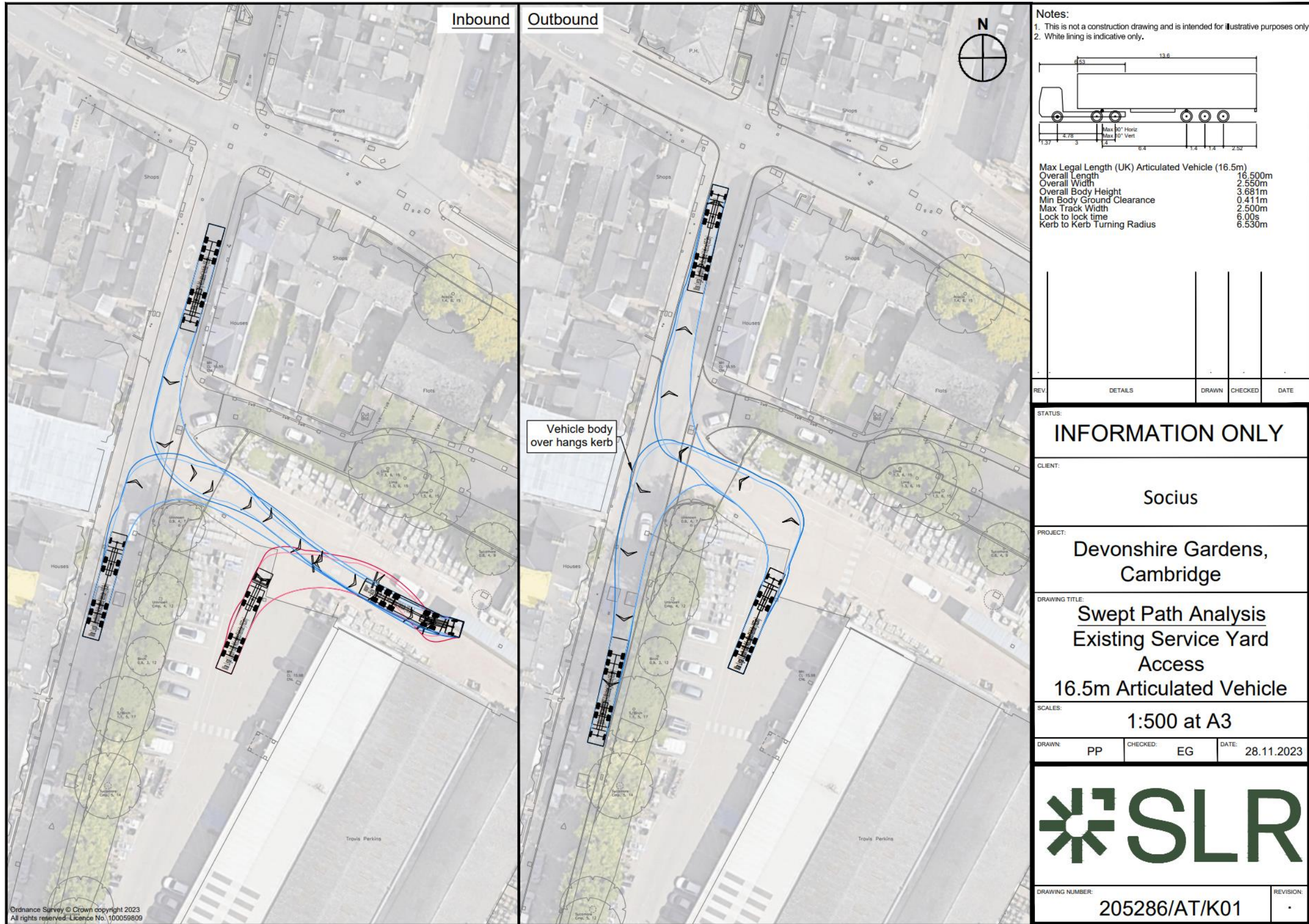


# Traffic Management Plan Appendices – Demolition/ Enabling Works Swept Path Analysis

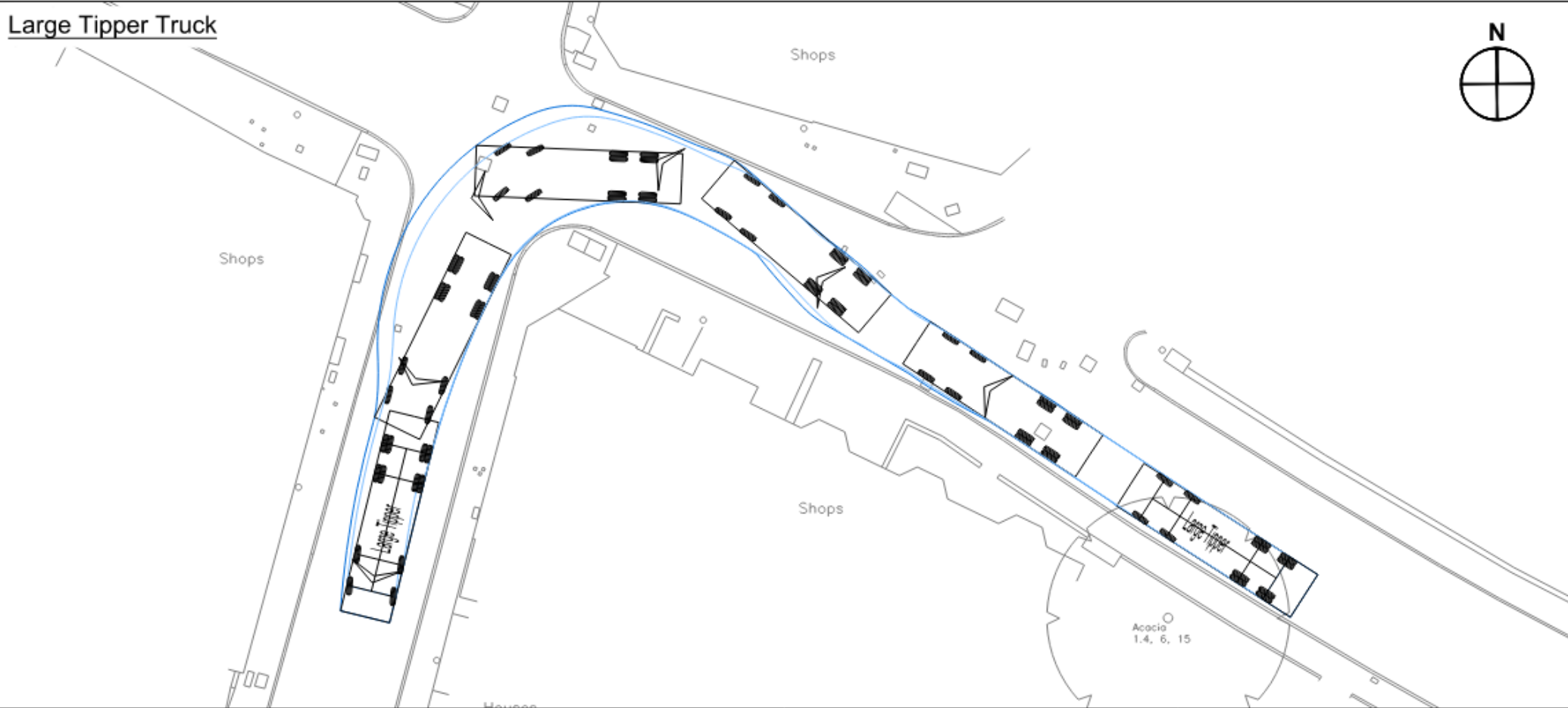




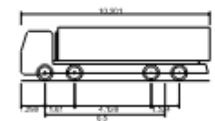








Notes:  
1. This is not a construction drawing and is intended for illustrative purposes only  
2. White lining is indicative only.



Large Tipper  
Overall Length 10.201m  
Overall Width 2.455m  
Overall Body Height 2.890m  
Min Body Ground Clearance 0.341m  
Track Width 2.471m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 11.550m

REV	DETAILS	DRAWN	CHECKED	DATE

STATUS:  
**INFORMATION ONLY**

CLIENT:  
**Socius**

PROJECT:  
**Devonshire Gardens,  
Cambridge**

DRAWING TITLE:  
**Swept Path Analysis  
Mill Rd Devonshire Rd**

SCALES:  
**1:250 at A3**

DRAWN:	CG	CHECKED:	EG	DATE:	03.09.2024
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DRAWING NUMBER:	205286/AT/P01	REVISION:	.
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# **Traffic Management Plan Appendices – Construction Swept Path Analysis and Proposed Entrance/Exit**











