

## Traffic Management & Logistics Plan



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### Grenfell Tower

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### Deconstruction & Enabling Phase

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Gary Walsh

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### Site Address

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## Document History

| Date       | Rev | Comments                                                                       |
|------------|-----|--------------------------------------------------------------------------------|
| 26/02/2025 | 001 | Initial issue of Traffic Management Plan for Deconstruction and Enabling phase |
| 20/05/2025 | 002 | Updated to include Atkins comments                                             |
| 09/07/2026 | 003 | General update and addressing                                                  |
|            |     |                                                                                |
|            |     |                                                                                |
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|            |     |                                                                                |

| Prepared By | Signed                                                                              | Date       |
|-------------|-------------------------------------------------------------------------------------|------------|
| Gary Walsh  |  | 26/02/2025 |

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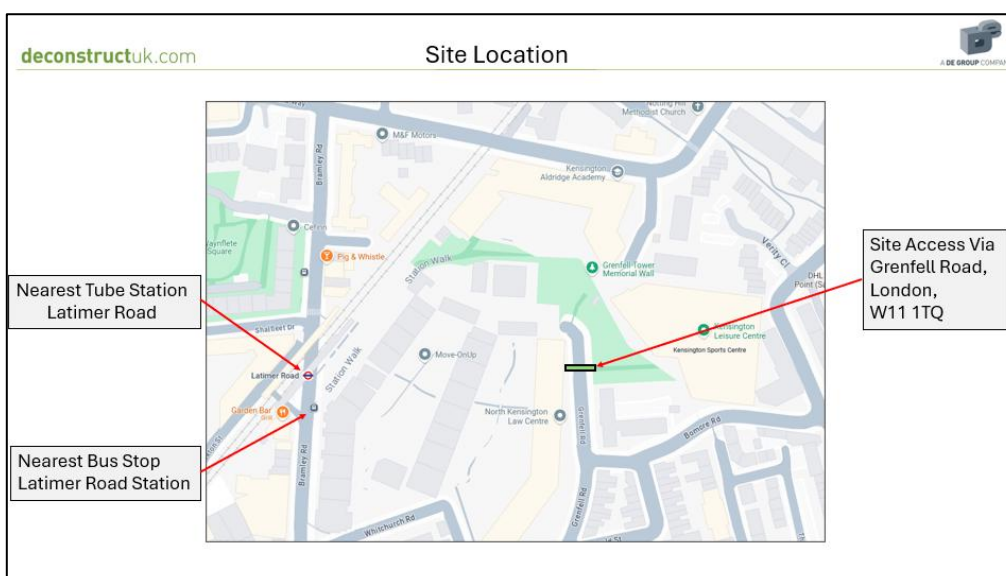
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This logistics and traffic management plan has been formatted to ensure the site layout and traffic management issues are addressed following Deconstructs appointment to the scheme.

Each section has been reviewed to ensure it addresses site specific risks and conditions. Information for each section is also provided in the Health and Safety plan, lifting procedures document and risk assessments.

The local community will be kept abreast of the planned activities by the monthly community liaison group forums

## Site Location



## Site Opening Hours

The site will be open:

Working Hours 08:30 to 17:00

Saturday – No deliveries

Working outside the above noted hours prior arrangement and are subject to approval from MHCLG

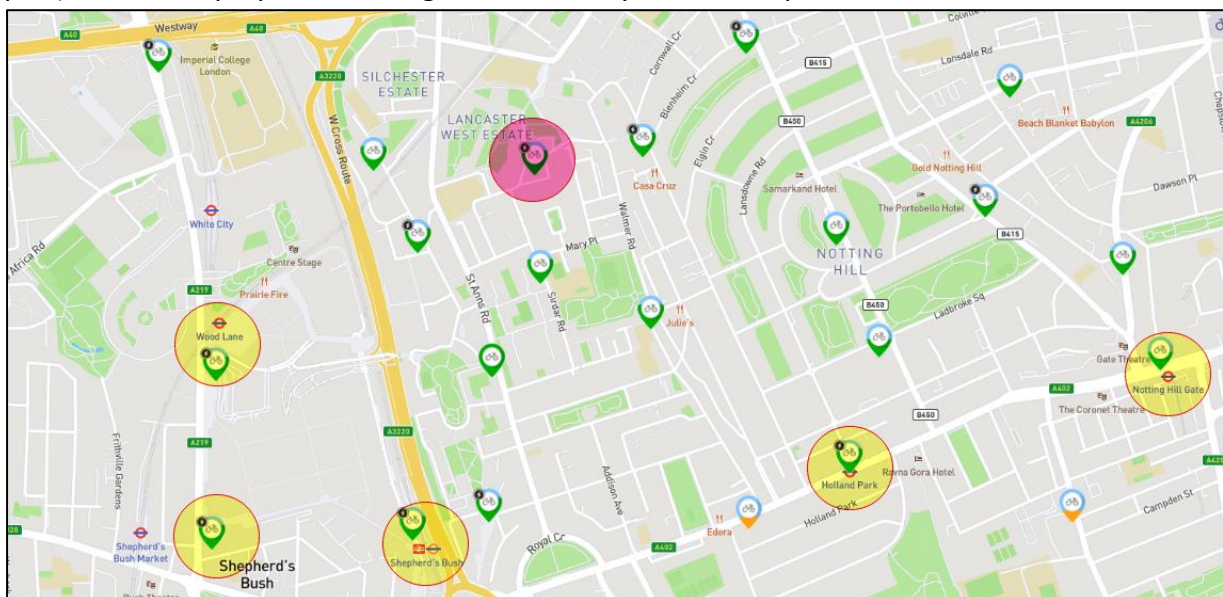
## Routes to Site

The site is located outside the congestion charge Zone but included within the TFL Ultra Low Emission Zone (ULEZ)

Access to the site either by foot or vehicle is solely via Grenfell Road and the Main Gates. Large vehicles can only approach from Shepherds Bush roundabout (A3220 heading West onto A402) turning North into Royal Crescent along St Anns Villas, tuning right into Wilsham Street and continuing North along Sirdar Road, turning right into Treadgold St and thence Grenfell Road – see swept plan analysis appended.

There will be parking on site for operatives, members of the project team, subcontractors and visitors – designated areas on Grenfell Road, Testerton Road and Hurstway will be utilised in conjunction with Traffic Marshal management. The site has an 7.4kW charging pod and the use of electric vehicles for our visitors and staff is encouraged. There are ample public transport links with Ladbroke Grove and Latimer Road Stations being less than a 5 minute walk from site. We would request all visitors to site use public transport as far as practicable and would actively encourage cycling to work. Secure cycle storage will be accommodated on site.

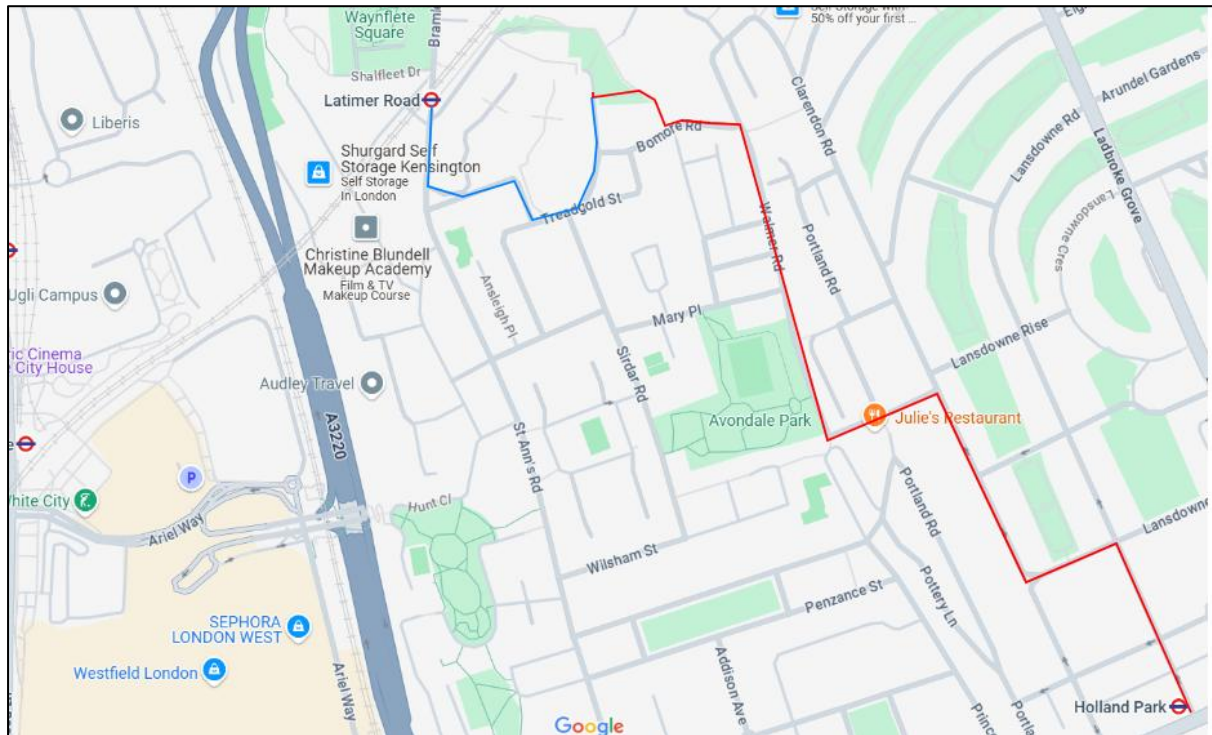
A Santander cycle station is located on the Junction of Grenfell Road and Bomore (highlighted in pink). See below proposed docking stations nearby to the local public train/tube stations.



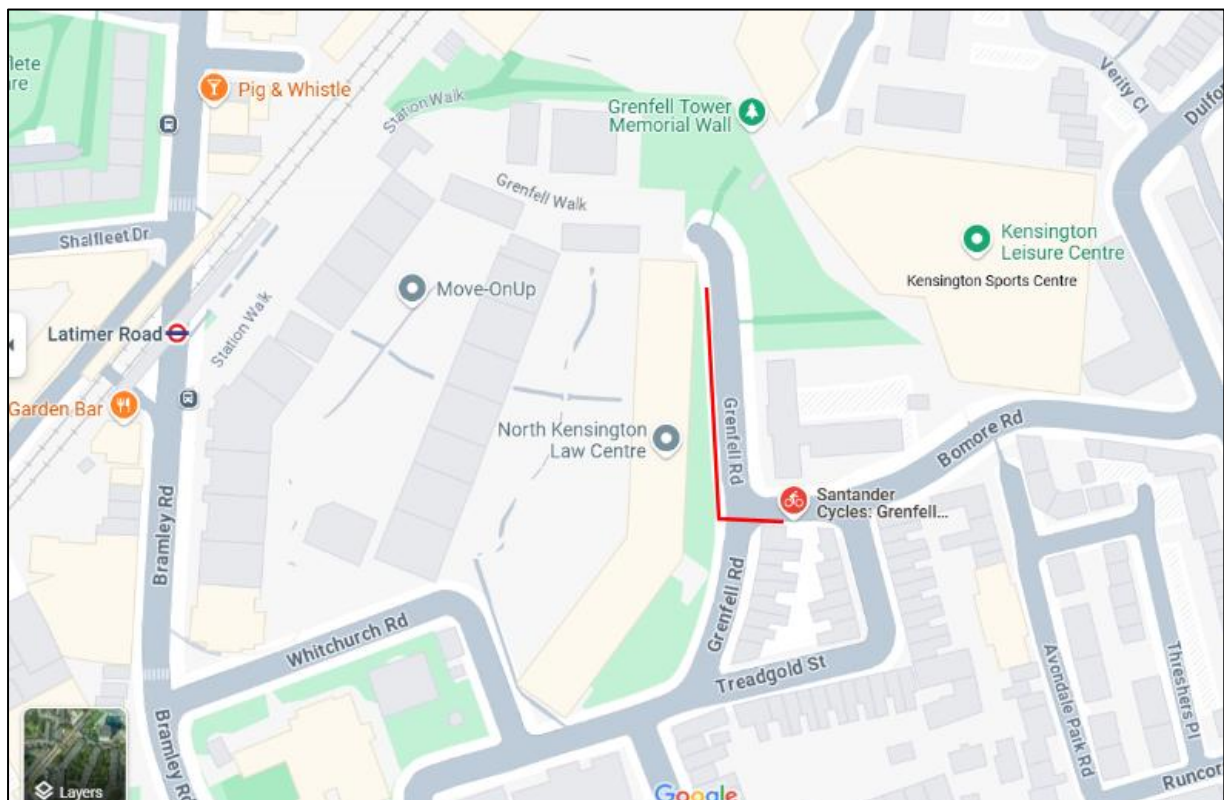
## Walking routes to from nearby stations

Latimer Road

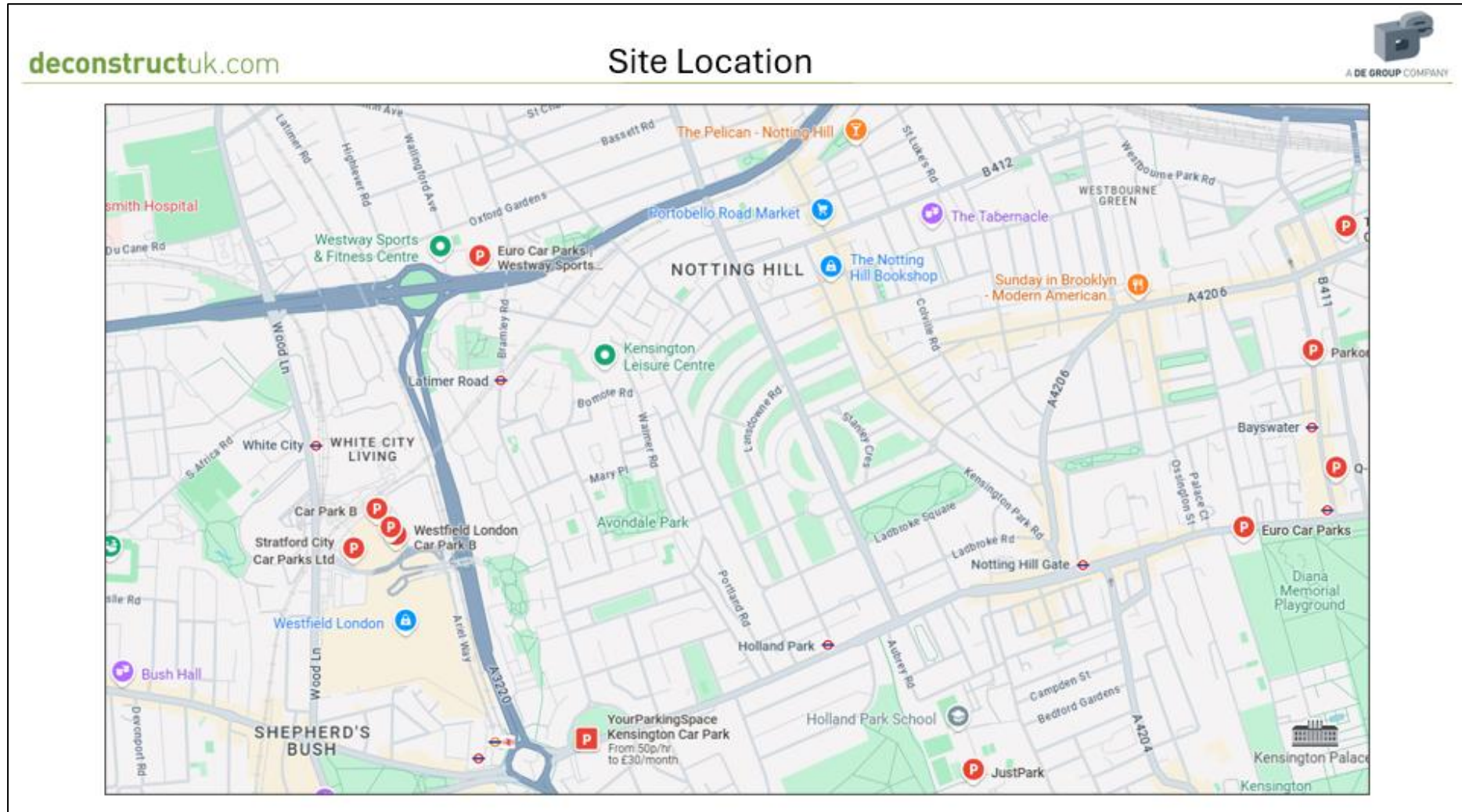
Holland Park



## Walking from Santander cycle station



## Car Parking



## Site Access Arrangements

### Traffic Management / Restrictions

The project will employ four, full time traffic marshals trained to CITB standard. All will be contactable by radio at all times. The maximum speed limit within the site is 5 MPH.

All loading/unloading will be carried out within the site curtilage and hoarding. Pedestrian footpaths will remain unmolested throughout the works.

Traffic marshals will greet vehicles and provide assistance during all reversing manoeuvres. They will hold traffic when necessary using clear unambiguous direction. Upon departure, all vehicles carrying material from the site will be sheeted. Traffic marshals will hold traffic as necessary.

Deliveries throughout the duration of the project will be consolidated to minimise the volume of traffic attending the site.

Restricted access - The movement of heavy goods through Central London may be restricted at certain times. Care must be taken when operating within the one way system around the site, bus lanes and parking restrictions are also in place on all adjoining roads.

### Pedestrian Management

There currently are pedestrian footpaths on both sides of Grenfell Road immediately outside the site gates that serve unfettered foot passage along Grenfell Road to the Leisure Centre, Bomore Road and Treadgold St and neighbouring flats, businesses and the Community – these footpaths will remain open and unchanged. During vehicle delivery times, a minimum of 2 No Traffic Marshals will manage the pavements and pedestrians allowing the safe access/egress of vehicles with pedestrian separation.

No waiting or stacking of construction or delivery vehicles will occur in the vicinity of the development and all deliveries will be booked in during off peak hours whenever possible. All delivery drivers will be sent logistics plans and requested to call 30 minutes before their arrival.

## **Pedestrian Access To Site**

Pedestrians will enter the site via the Security Guard manned Main Gates on Grenfell Road directly into the biometric and induction processing area.

Any persons arriving onsite for the first time (or visitors) will undergo an induction.

There will be a site plan on the notice board as workers enter the project identifying the risks associated with that particular day work and also clearly identifying access, egress and safe routes around the project.

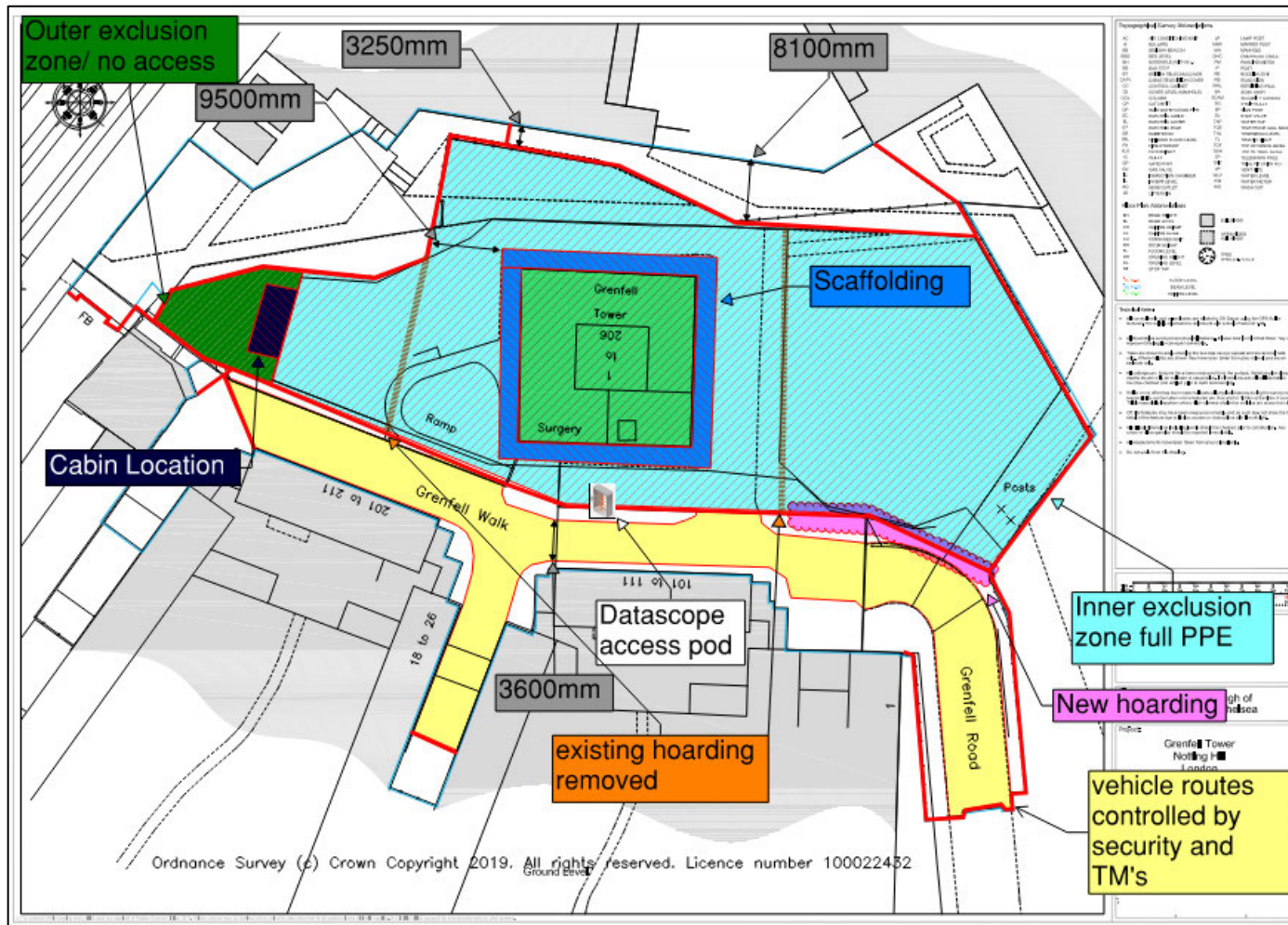
Signage will be supplied and prominently displayed at site entrances - relating to the following subjects:

- Pedestrian Directional/ Informative
- Vehicle Directional/ Informative
- Fire Evacuation
- Muster Point
- Site Plan
- Site Rules
- First Aid

The logistics manager will be responsible for installing and maintaining site entrance signage as when it requires updating/ renewing.



## Access and Egress –



**WIDER LOGISTICS & SITE ACCESS**

**EAST EXCLUSION ZONE**

**BIOMETRIC ENTRANCE**

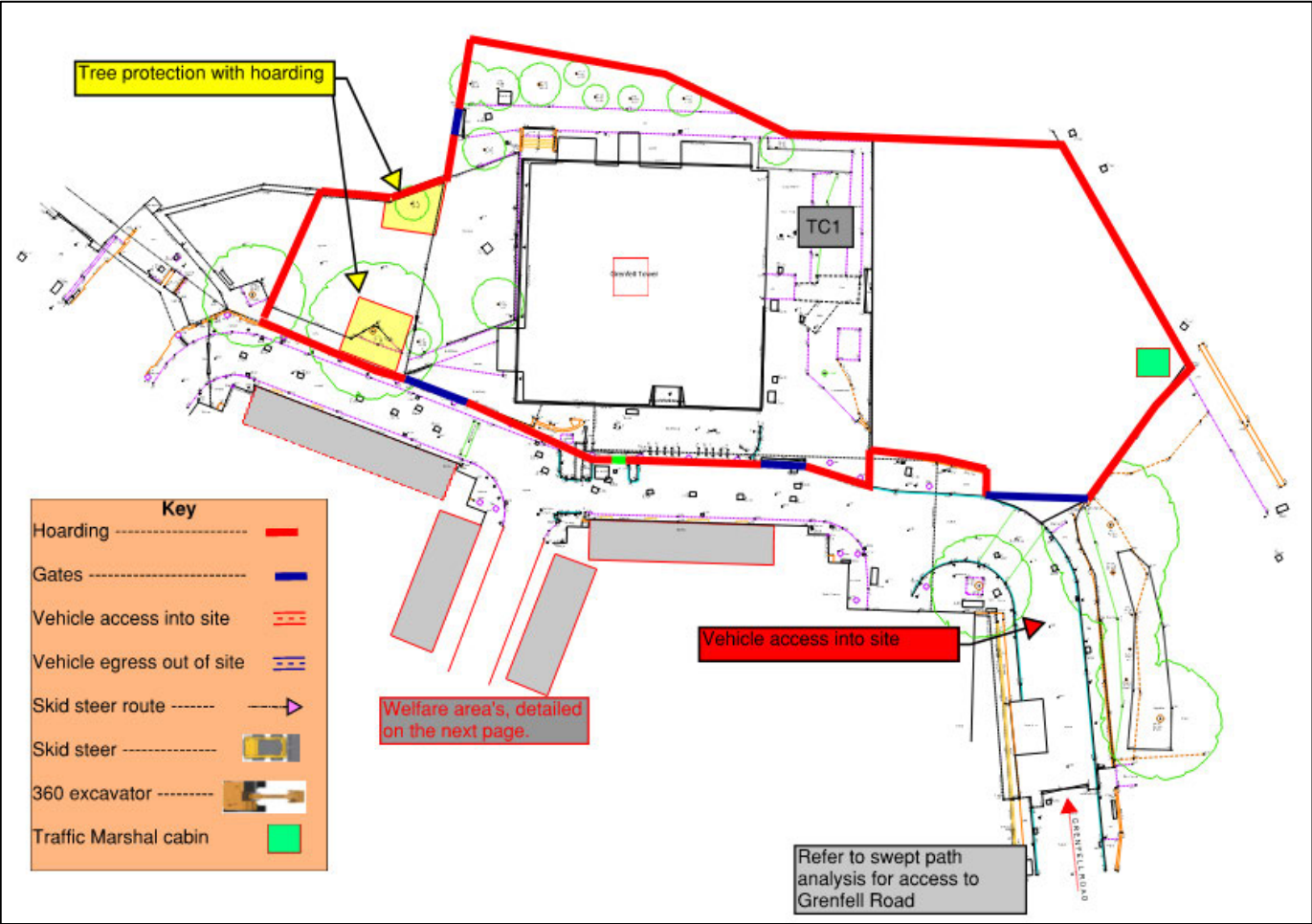
**SECURITY GATE & SITE ACCESS**

**MAIN ACCESS TO SITE**

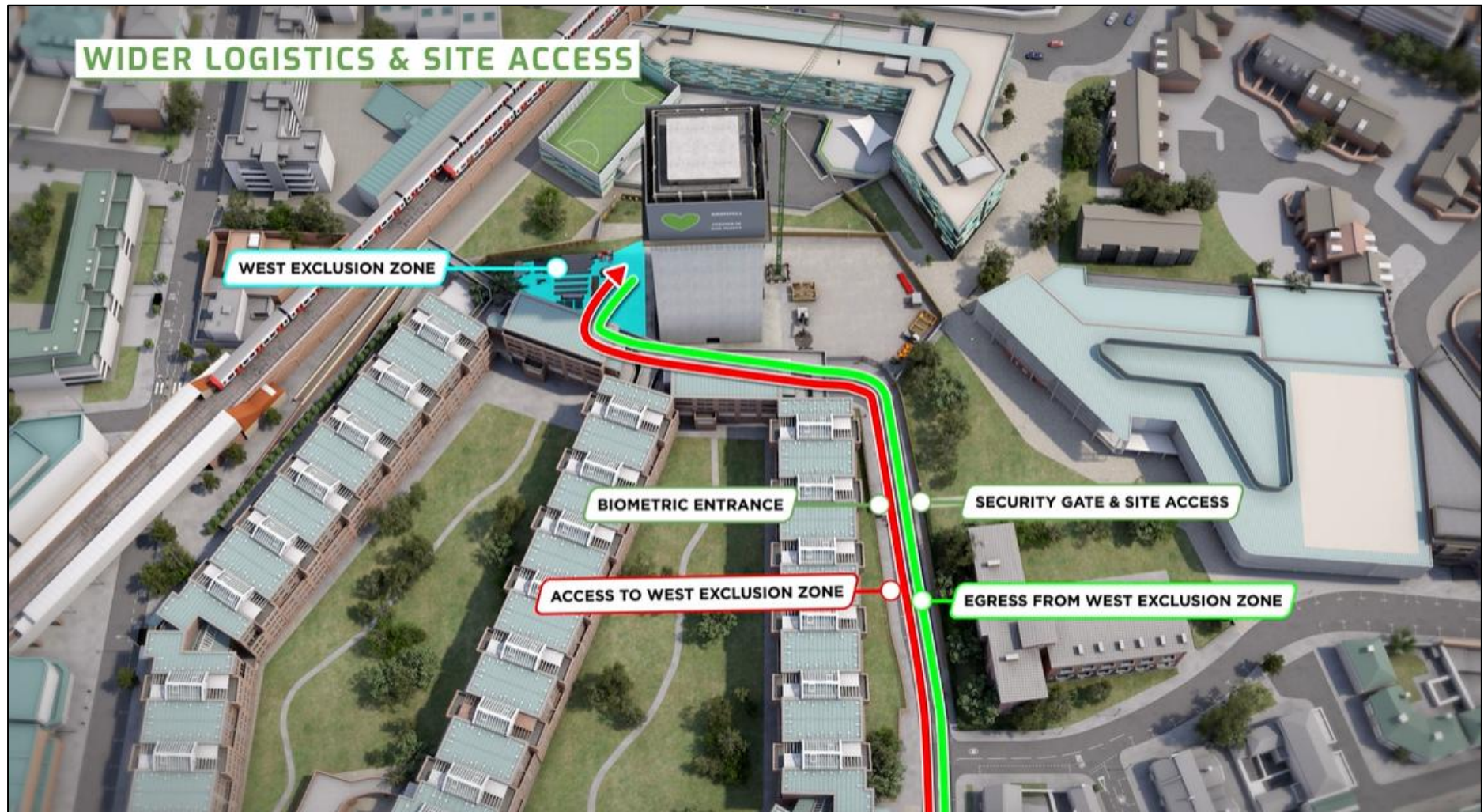
**EGRESS FROM EAST EXCLUSION ZONE**

This aerial diagram illustrates the proposed access and exclusion zones for the new stadium. A yellow area at the top right is designated as the 'EAST EXCLUSION ZONE'. A red line with a white arrow indicates the 'MAIN ACCESS TO SITE' leading from the bottom left towards the stadium. A green line with a white arrow indicates the 'EGRESS FROM EAST EXCLUSION ZONE' leading from the exclusion zone towards the bottom right. A 'BIOMETRIC ENTRANCE' is marked on the left side of the stadium complex. A 'SECURITY GATE & SITE ACCESS' is marked on the right side of the stadium complex. The stadium building is centrally located, surrounded by existing urban infrastructure, including roads, buildings, and a railway line on the left.

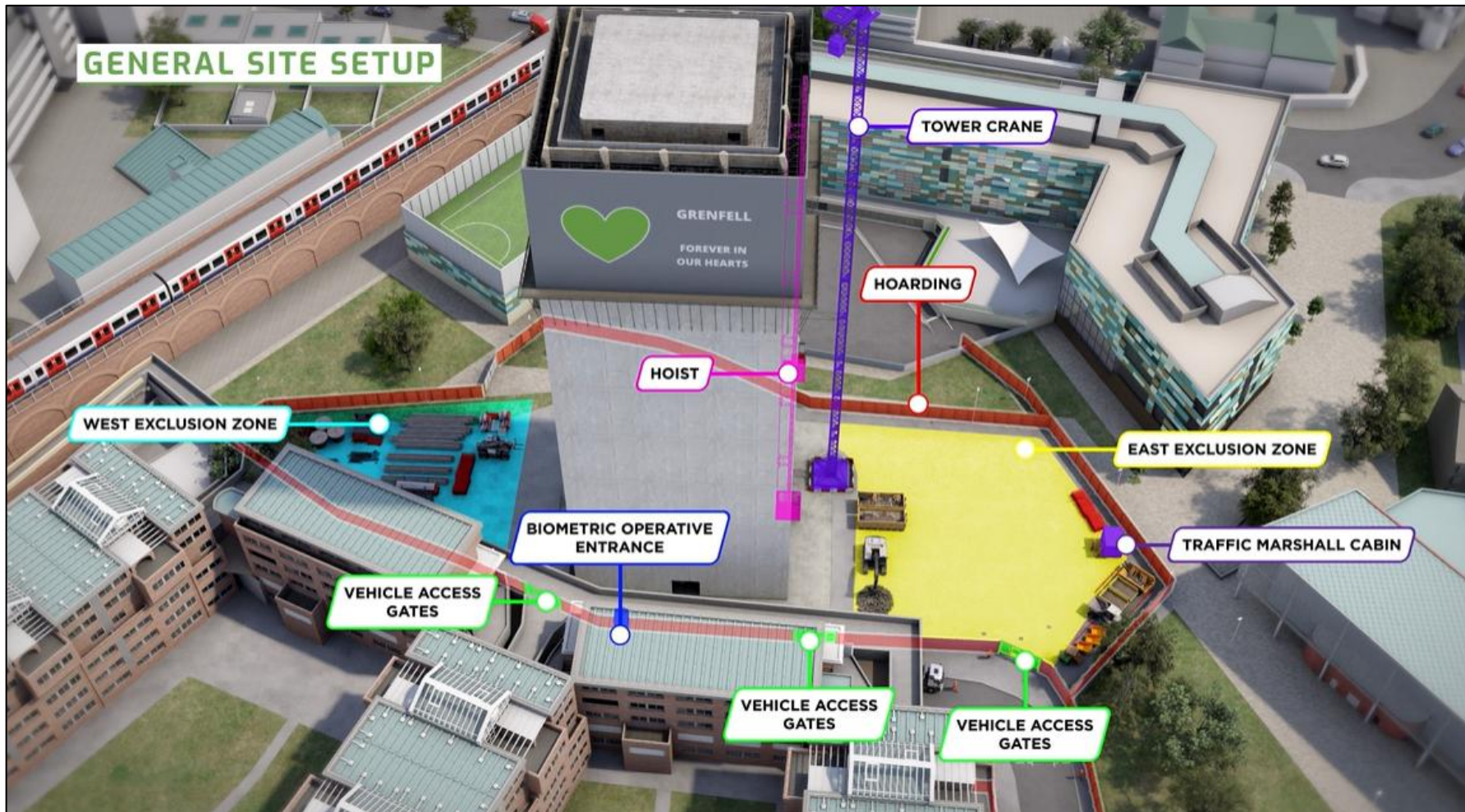
Access and Egress –



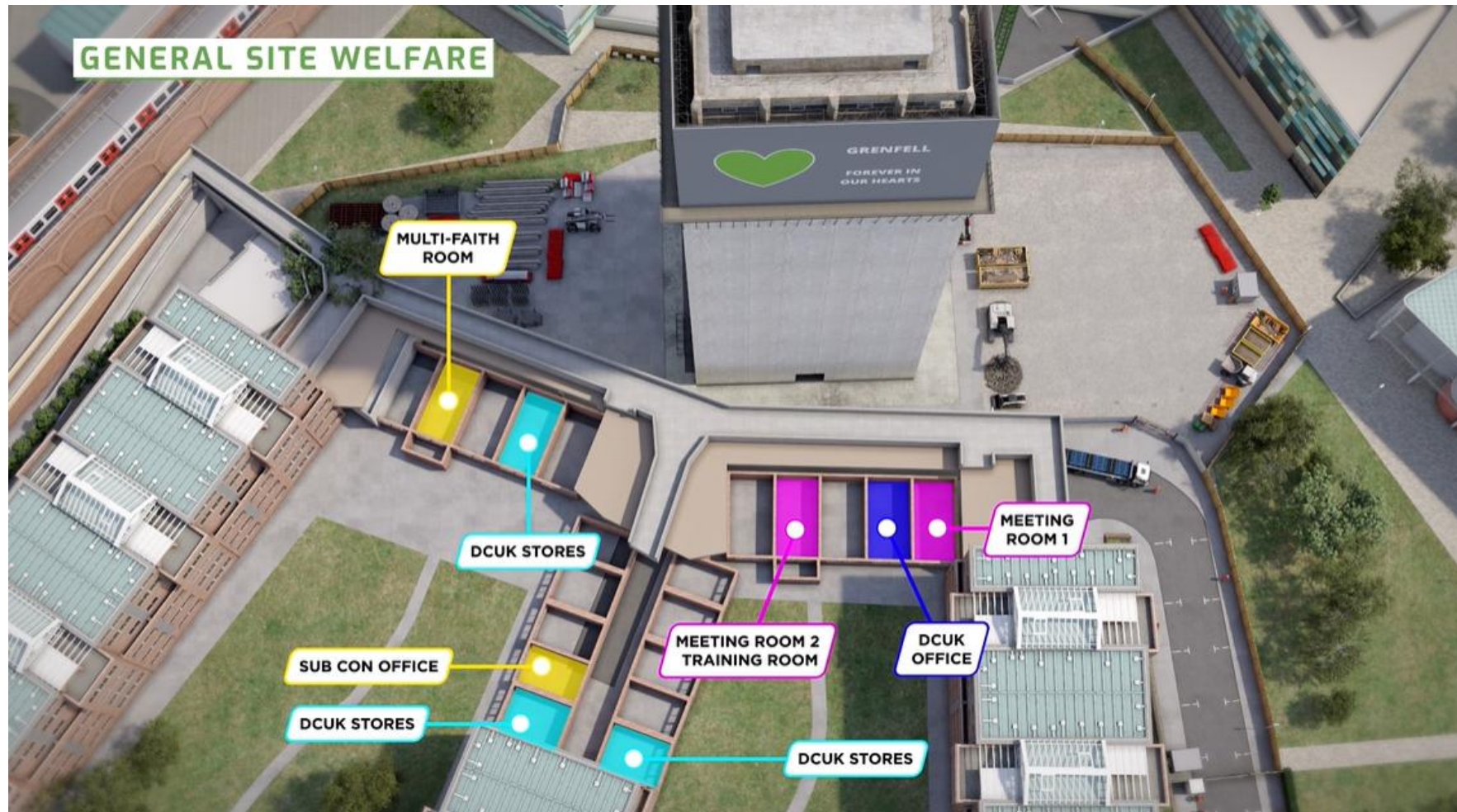
## Access and Egress –



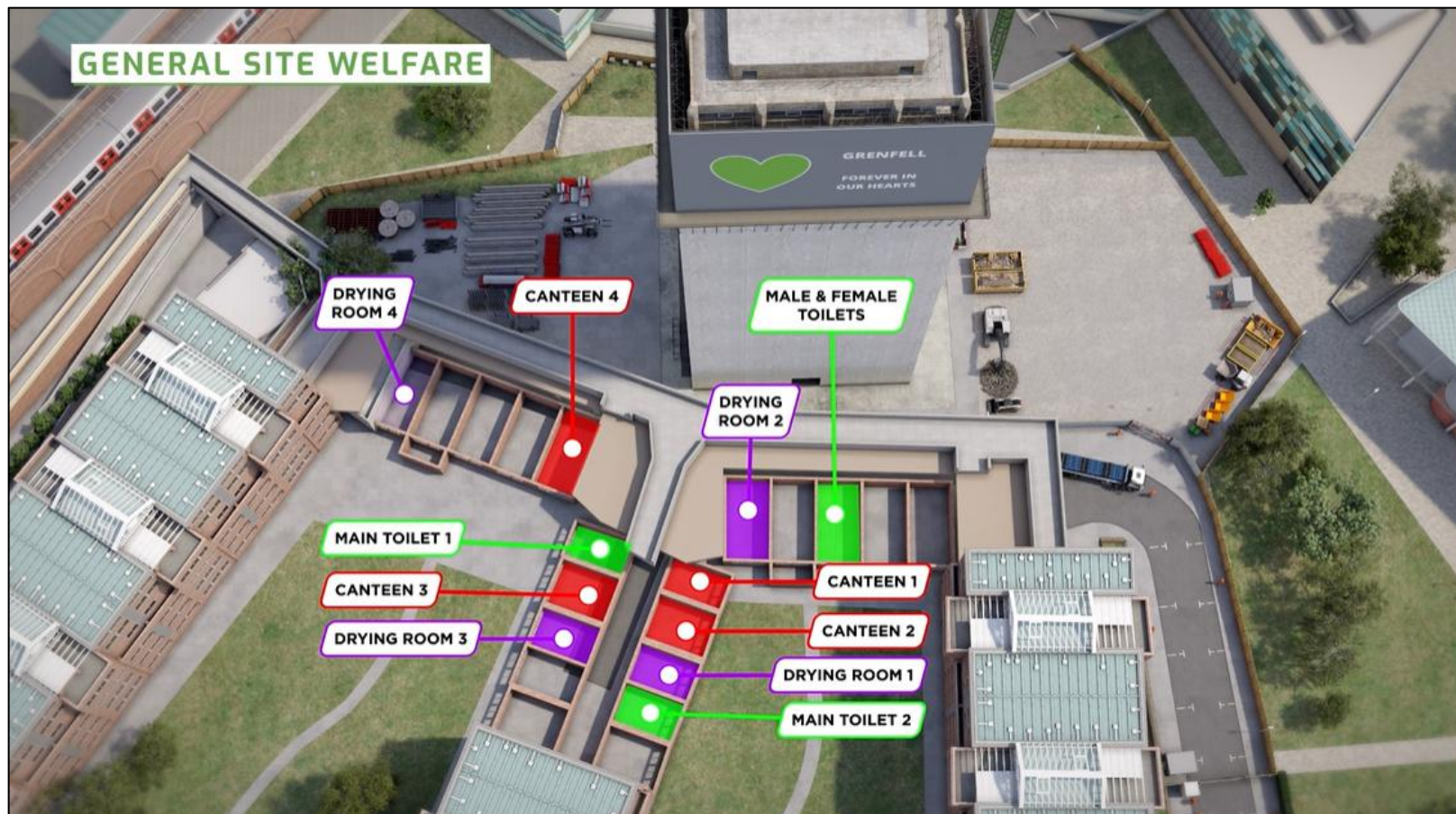
## Access and Egress –



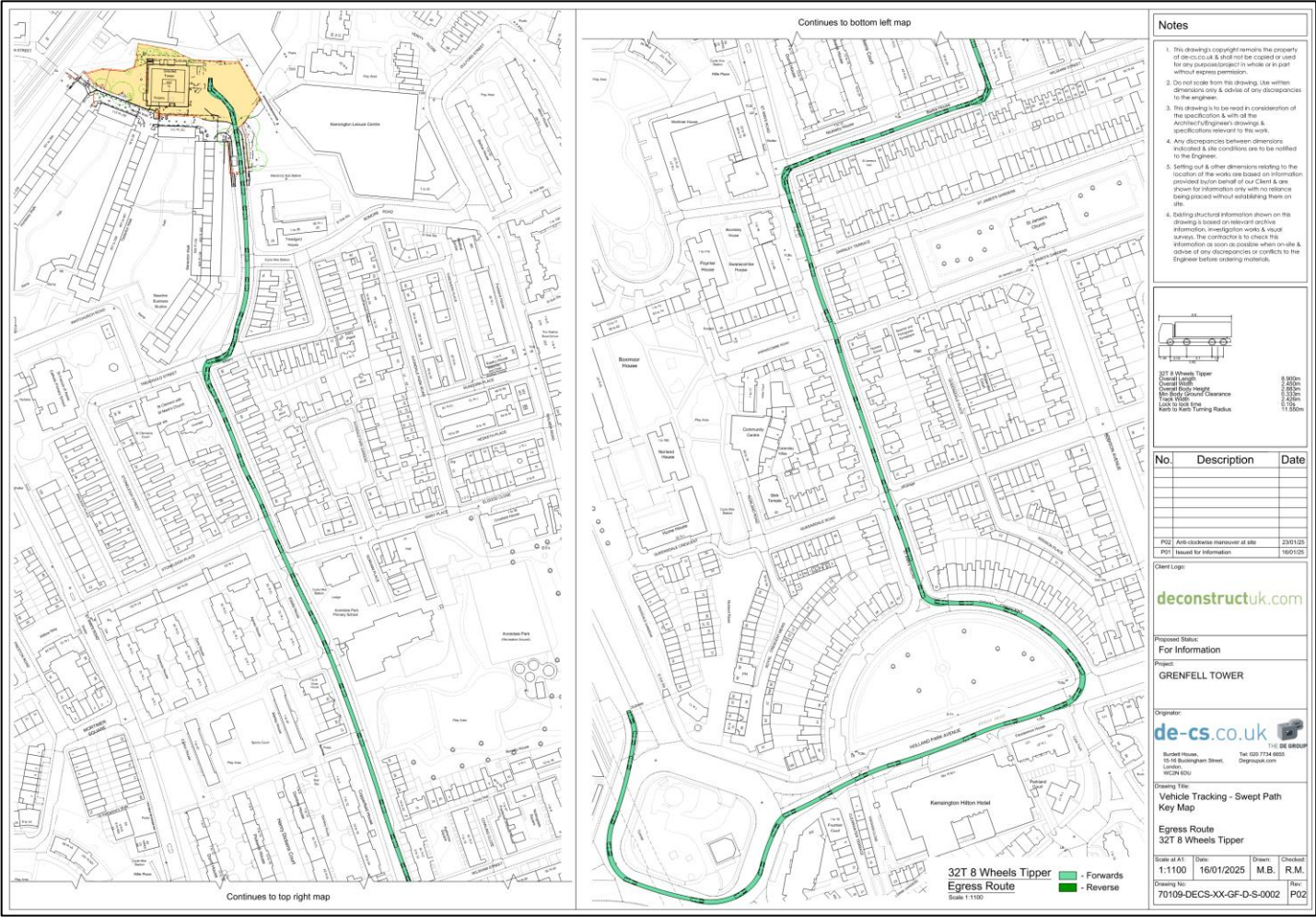
## Access and Egress – Welfare



## Access and Egress – Welfare



**Swept Path Analysis example**



## Logistics

### Vehicle Movement and Material Deliveries

Site Delivery hours are from 0830hrs to 1700hrs Monday to Friday. Deliveries may be required on Saturday morning but in general not permitted on weekends or Bank Holidays.

The project strategy for material and equipment deliveries is set out below and must be strictly adhered to:

All commercial/operation deliveries are to be booked in via Datascope Access electronic system and scheduled to prevent a backlog or queuing of vehicles via the Logistics Manager who will allocate 45-minute unloading slots as necessary.

All delivery operatives must wear full PPE at all times whilst on site or as specified in their method statement/ risk assessment. This is to include:

- Head protection
- Foot protection
- Hand protection
- High visibility clothing
- Other PPE as required by the task method statement.

Our logistics manager will coordinate and book in all deliveries which will be displayed on a white board in both the main office area and canteen.

A traffic marshal will greet each delivery and ensure its safe passage into the project. Care will be taken to ensure all vehicles are safely segregated from the public and footpath and access ways are kept clear. Vehicles will not be allowed to wait in the adjoining roads and the engine will be turned off when a vehicle has arrived onsite to minimise noise and disruption in this sensitive area.

Any large vehicle or off-loading of materials within the site will be subject to the same commercial/operational restrictions as Deconstruct's vehicles eg RAMS, Hiab/Lifting assessments, competency checks, PPE etc and are to be notified at least 1 week beforehand to allow sufficient time to review and approve the Risk Assessments.

A traffic marshal will greet each delivery/vehicle movement and ensure its safe passage into and through the project by escorting the movement through its entire journey

passing the vehicle from one traffic marshal to the next until the vehicle has exited the site or entered the compound. Utmost care will be taken to ensure all vehicles are safely segregated from the public and footpath (physical barriers, signage and traffic marshalling) and all access ways are kept clear.

Vehicles will not be allowed to wait in the adjoining roads and the engine will be turned off when a vehicle has arrived onsite to minimise noise and disruption in this sensitive area.

## **Drivers Rules**

No person is allowed to operate vehicles and plant unless trained to do so.

No passengers are to be carried unless the vehicle is specifically designed to do so.

No children or animals are to be brought onto the project in delivery or other vehicles.

Drivers/ operators must be familiar with all operating controls and safety devices of the particular piece of plant they are to use.

Drivers/ operators are to carry out pre-use safety checks of the unit prior to use each shift. All drivers/ operators are to drive carefully at all times and note the presence of pedestrians on/ around site. All drivers/ operators are to only operate the vehicle/plant strictly in accordance with manufacturer's recommendations/ instructions. All drivers/ operators must comply fully with all safety signage.

Loading restriction signs – all heavy loads to be agreed by Deconstructs temporary works co-ordinator. All vehicles are to be banked into position.

Vehicles left unattended must be left in a safe condition and with the key removed or immobilised.

## Delivery driver inductions

Upon arrival to site, the drivers will be given a Deconstructs Visitors/ Drivers Induction by the Traffic Marshal which will outline the delivery area rules and their responsibilities. This will need to be signed by the delivery driver to acknowledge that they understand their responsibilities and the delivery area rules.

### Drivers Induction

deconstructuk.com

This induction will be given to all drivers upon arrival to site by the Traffic Marshal, it will outline the delivery area rules and driver's responsibilities. Drivers will need to sign Delivery CO<sub>2</sub> Footprint Tracker to acknowledge that they understand their responsibilities and the delivery area rules.

#### Drivers / Operators:

All vehicles must stay under the control of the **TRAFFIC MARSHALL**.

**REVERSING VEHICLES** must have banksman at all times



Must be **FAMILIAR WITH ALL OPERATING CONTROLS** and safety devices of the particular piece of plant they are to use.



Are to carry out **PRE-USE SAFETY CHECKS** of the unit prior to use each shift.

| SAFETY CHECK |  |
|--------------|--|
| BY:          |  |
| DATE:        |  |



**DRIVE CAREFULLY** at all times and note the presence of pedestrians on and around site.

Only operate the vehicle/plant strictly in accordance with **MANUFACTURER'S INSTRUCTIONS**.



Must comply fully with all **SITE SAFETY SIGNAGE**.



**REMAIN WITH YOUR VEHICLES**, in the cab when safe to do so.

**FIVE POINT PPE MUST BE WORN** if you need to exit the vehicle and enter site



Wear hard hats



Provisional boots must be worn in this area



Hand protection must be worn in this area



High-visibility vest must be worn in all areas



Eye protection must be worn in this area

**Other PPE as required by the task method statement.**



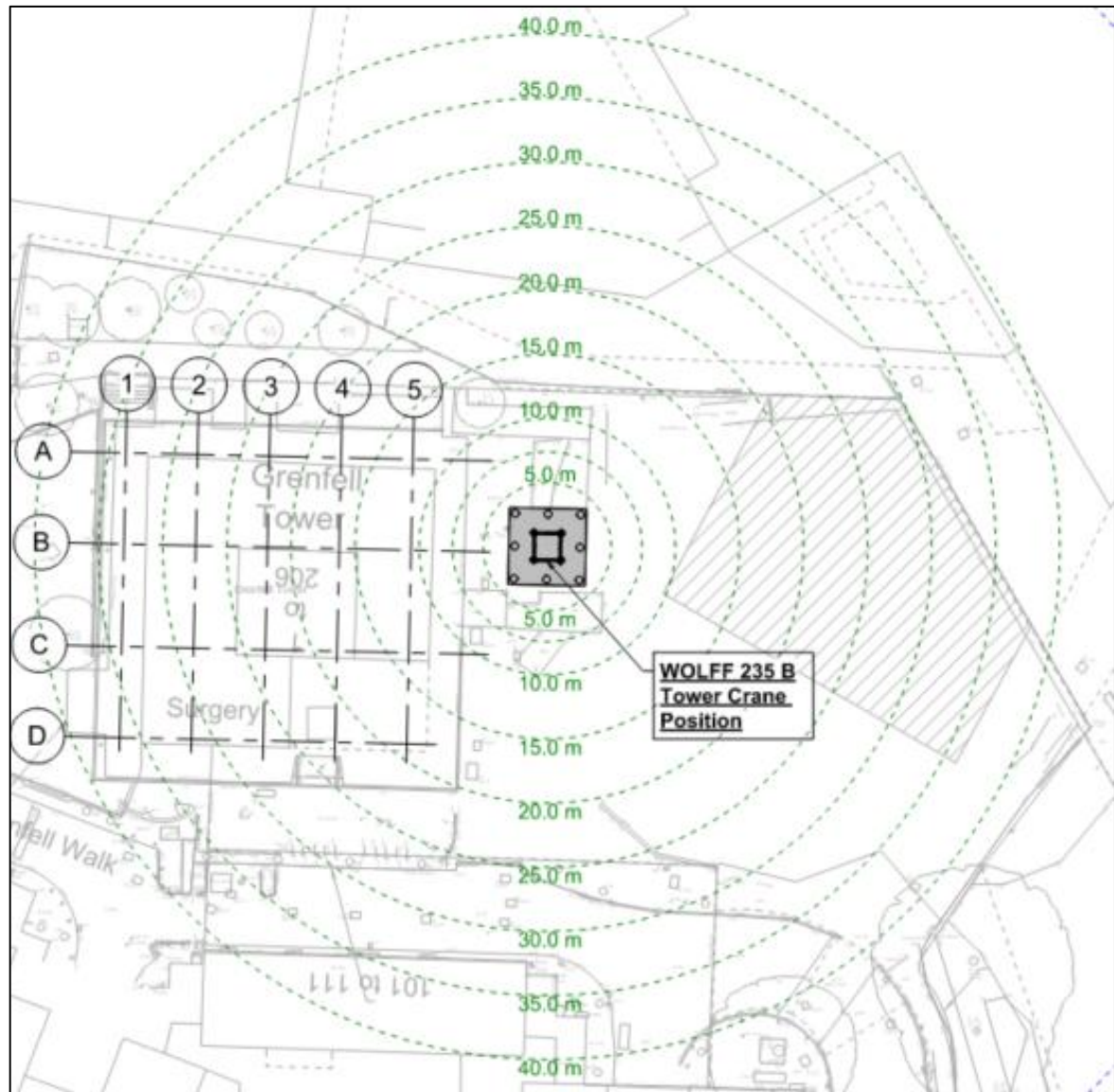
Traffic marshal to advise on **WELFARE FACILITIES** and **SAFE ACCESS ROUTES**

All **HIAB AND LIFTING OPERATIONS** must be authorised by site management



**Drivers must follow the agreed route on plan – please turn over**  
**Please drive carefully**

## Tower Crane location



Working hours for Tower crane:

- Monday to Friday 08.30 to 17.00

All Crane movements to be booked in with the site logistics supervisor and coordinated with the Crane supervisor, coordination meetings will be carried out 15.00 to 15.15 each day.