EUTOPIA HOMES

AECOM

Outline Construction Traffic Management Plan

Exmouth Junction, Exeter

AECOM

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Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
V1.0	March 19	Internal Review	JD	Jeremy Douch	Regional Director
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1. Introduction

1.1 Context

AECOM has prepared this Outline Construction Traffic Management Plan (CTMP) on behalf of Eutopia Homes (Exeter) Limited, to inform the construction processes of the proposed residential led mixed use development at Exmouth Junction, Prince Charles Road, Exeter.

A Transport Assessment (TA) has been completed for the proposed site. The number of vehicles involved during the construction phase is not known at this stage of the planning process and is likely to vary on a daily basis. However; the impact of these vehicles can be minimised by a number of methods, as discussed within this document.

This CTMP is not intended to replace or pre-empt any condition that the Local Planning Authority (LPA) wish to make, but seeks to set out the principles to be followed in the build out of the site.

1.2 Purpose

The CTMP sets out the protocol for managing the movement of construction vehicles during the construction period. It aims to minimise the effects of construction traffic travelling on the local highway network, as well as minimising trips associated with construction workers travelling to the site by car.

Construction work, and associated traffic movements, can give rise to issues of driver delay on the local highway. The Client appreciates the sensitivity of the highway network operation in the local area and as such the CTMP will provide a mechanism to control and minimise such impacts.

Therefore, the CTMP aims to:

- Minimise the generation of traffic during the construction process;
- Ensure that delivery and construction vehicles use agreed routes to minimise impact on the highway network;
- Manage HGV arrival and departure times to minimise impact on the highway network;
- Control and manage parking in relation to construction traffic; and
- Ensure safety of all highway users throughout the construction programme.

1.3 Content

This CTMP sets out proposed measures to ensure that the impacts of construction traffic are managed in a manner that minimises negative impacts on local highway users, existing highway infrastructure and the wider environment. It is recognised that the temporary construction phase of the development needs to be carefully managed. The following have been considered as part of this CTMP:

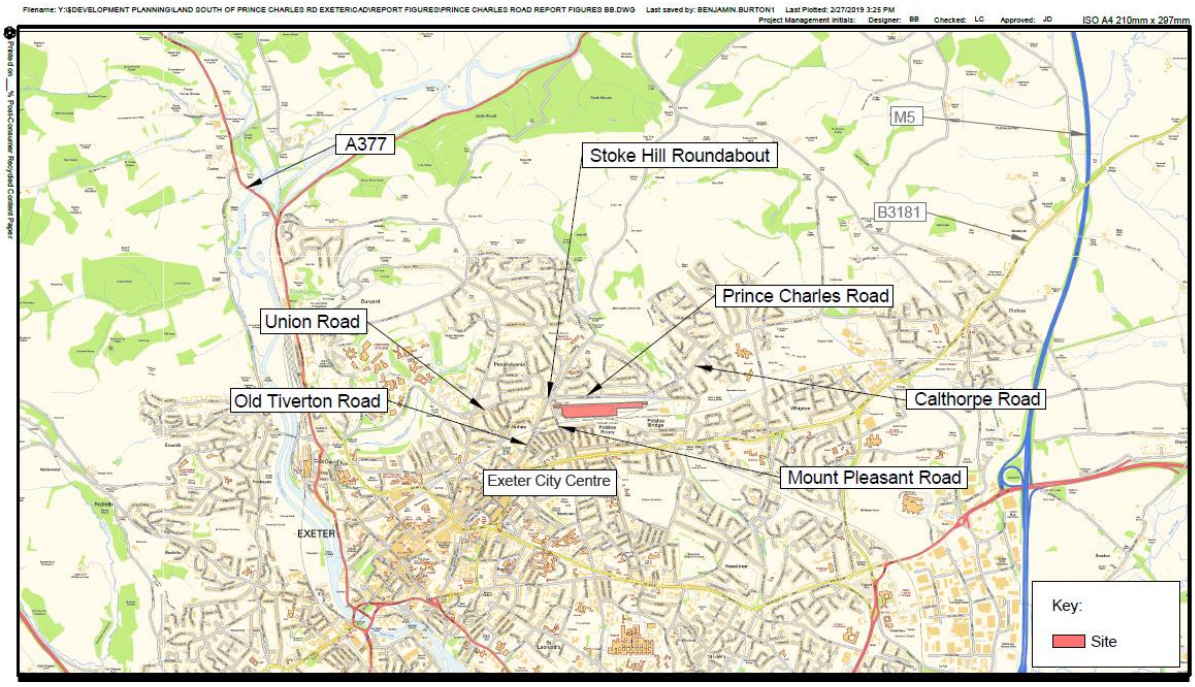
- Site layout and access arrangements;
- Traffic Management and routeing strategy;
- Management of traffic and monitoring;
- Construction workforce; and
- Ongoing development of the CTMP.

2. Site Location & Existing Conditions

2.1 Site Location

The development is located at the former Exmouth Junction to the south of Prince Charles Road, around 1.5km north east of Exeter City Centre, as shown at **Figure 2-1.** The site was previously used as operational rail land, and is now occupied in part by West Country Storage Solutions.

Figure 2-1 Site Location Plan



2.2 Highway Network

The premises is situated to the south of Prince Charles Road – the highway routes east-west and is a single carriageway road subject to a 30mph speed limit along the majority of its extent, decreasing to 20mph as it approaches the four-arm Prince Charles Road/Calthorpe Road roundabout to the east. The northern arm of the Prince Charles Road / Calthorpe Road roundabout is Calthorpe Road, the eastern arm is Prince Charles Road (east) leading into Morrisons supermarket, the southern arm is an unnamed road leading to a mini-roundabout providing access to Morrisons supermarket, and the western arm is Prince Charles Road (west).

At the western extent of Prince Charles Road, Stoke Hill roundabout is a five-arm roundabout which provides a route towards Exeter City Centre via Old Tiverton Road. The northern arm of Stoke Hill roundabout is Stoke Hill, offering a link towards Silverton and Tiverton, the eastern arm is Prince Charles Road, the south eastern arm is Mount Pleasant Road, the south western arm is Old Tiverton Road, and the western arm is Union Road. Mount Pleasant Road runs along the western border of the site, is a single carriageway road subject to a 30mph speed limit. Old Tiverton Road is also single carriageway with a 30mph speed limit. Union Road provides a route towards the A377 which runs in a north-south alignment through Exeter and provides access to Cowley to the north and the A30 to the south.

Mount Pleasant Road meets the B3212 Pinhoe Road at a signalised junction at its southern extent. The B3212 Pinhoe Road is a single carriageway road subject to a 30mph speed limit. There are sections of bus lane along this route. The B3212 Pinhoe Road provides access to the M5 at Junction 29 to the east or Junction 30 via the B3181 ring road.

2.3 Walking and Cycling

The area surrounding the site is comprised of a well-established network of footways that provide access to a wide range of local complementary lane uses including retail, social and leisure amenities. A shared pedestrian

cycle link is provided along the southern extent of Prince Charles Road, with a pedestrian footway located along the northern extent**.** These footways are wide, well maintained and street lit.

A controlled signalised toucan crossing is located on Prince Charles Road, adjacent to Margaret Road. In addition, there is a zebra crossing located approximately 70m east of Stoke Hill roundabout as well as uncontrolled crossing facilities in the form of dropped kerb and tactile paving at the eastern extent of Prince Charles Road, which provides access to the Stoke Hill / Morrisons bus stops.

A local cycle route can be accessed approximately 3km from the site, at Exeter Central Station. This route offers connections onto national routes 34 and 279 which can be used to travel towards Exmouth and Dartmoor National Park respectively.

2.3.1 Proposed E4 Cycle Route

DCC is currently constructing the E4 cycle route, a largely direct and segregated 5km link between the east of Exeter and the University and city centre. The first 1km section of the route has been completed, with the remaining sections being divided up into four phases. Phase 3 of the cycle route has recently received the support of DCC's Cabinet, subject to planning permission being granted. Phase 4 consists of a route between Beacon Lane and the University, which includes the full extent of Prince Charles Road. This would positively impact the sustainable transport network surrounding the development.

2.4 Local Facilities

The Institution for Highways and Transportation's (IHT's) 'Guidelines for Providing for Journeys on Foot', published in 2000, identifies 2km as the preferred maximum walking distance for commuting purposes and journeys to school. Cycling is identified as having the potential to replace car trips for journeys up to 5km, which equates to approximately a 20min journey by bicycle. In addition to this, Policy T2 of Exeter Local Plan First Review 1995-2011 (saved policies) identifies 1km as the preferred maximum distance considered to be acceptable in terms of walking between the development and its surrounding facilities. Based on this guidance, there are a number of local facilities in the vicinity of the site which can be considered easily accessible for pedestrians and cyclists. These are shown in **Figure 2-2.**

Figure 2-2 Location of Facilities

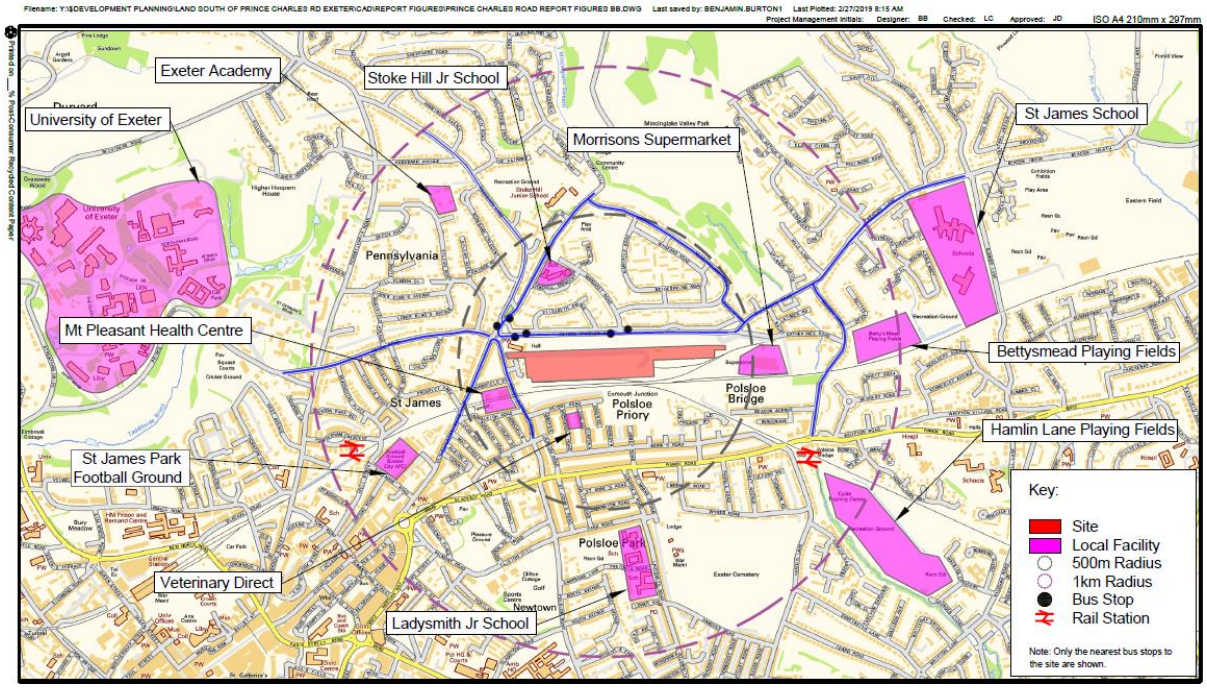


Table 2-1: Accessibility to Local Facilities

Local Facilities	Approximate Distance from Site (m)	Walking Time (mins)	Cycling Time (mins)
Mount Pleasant Health Centre	600	7	2
Morrisons Supermarket	700	8	2
Stoke Hill Junior School	750	11	5
Veterinary Direct	850	11	4
Exeter Academy	1,000	14	7
St James Park Stadium	1,000	12	3
St James School	1,600	19	6
University of Exeter	1,600	21	10

Notes: 1) Average walking speed of 1.4m/s has been assumed.
2) Average cycling speed of 5.5m/s has been assumed.
3) Distances measured from the centre of the site along publically accessible routes.

As shown in **Table 2-1,** there are a substantial number of complementary facilities which residents of the proposed development would use on a regular basis, available within recommended walking and cycling distances of the site. Several core amenities, including healthcare, leisure and education are provided within 750m of the site. This will encourage greater uptake of journeys to essential facilities and services on foot or by bicycle, as pointed out in paragraph 2.29 of IHTs 'Guidelines for Providing for Journeys on Foot'.

2.5 Public Transport

Existing public transport services operating in the vicinity of the proposed development have been identified with reference to current timetable and routeing information (correct as of January 2019).

- Prince Charles Road/Margaret Road – shelter and raised kerb;
- Morrisons – flag and pole;
- Stoke Hill, Opposite Stoke Arms - shelter and raised kerb;
- Stoke Hill, Stoke Arms – flag and pole; and
- Polsloe, Mt Pleasant Health Centre – flag and pole.

Figure 2-2 shows the location of the bus stops within the vicinity of the site. **Table 2-2** summarises the local bus routes, demonstrating that the site is well served by bus services into Exeter City Centre. Local services provide a high level of public transport accessibility to/from the development site at Prince Charles Road.

Table 2-2: Bus Stops and Services

Route number	Route	Operator	Mon – Friday	Sat	Sun
Prince Charles Road, Margaret Road					
B	Monkerton – Pinhoe – Exeter City Centre - Exminster	Stagecoach South West	First Service: 05:33 Last Service: 19:06 Frequency: 30 minutes	First Service: 05:33 Last Service:18:48 Frequency:30 minutes	First Service: 09:23 Last Service: 17:23 Frequency: Hourly
E	Savoy Hill – Exeter City Centre - Exwick	Stagecoach South West	First Service: 06:40 Last Service: 23:22 Frequency: 11-30 minutes	First Service: 06:53 Last Service: 23:22 Frequency: 15-30 minutes	First Service: 09:24 Last Service: 22:52 Frequency: 20-60 minutes
Polsloe, Mt Pleasant Health Centre					
P	Pennsylvania – Exeter City Centre - Redhills	Stagecoach South West	First Service: 06:47 Last Service: 23:04 Frequency: 30-60	First Service: 06:47 Last Service: 23:04 Frequency: 30-60	First Service: 10:04 Last Service: 23:04 Frequency: Hourly

Route number	Route	Operator	Mon – Friday	Sat	Sun
			minutes	minutes	
			Stoke Hill, Stoke Arms		
F1	Savoy Hill – Exeter City Centre - Exwick	Stagecoach South West	First Service: 07:00 Last Service: 18:33 Frequency: 15-30 minutes	First Service: 07:05 Last Service: 18:23 Frequency: 30 minutes	First Service: 09:31 Last Service: 16:41 Frequency: 40-60 minutes
F2	Pinhoe – Exeter City Centre - Exwick	Stagecoach South West	First Service: 07:40 Last Service: 23:04 Frequency: 30 minutes	First Service: 07:49 Last Service: 23:04 Frequency: 30 minutes	First Service: 09:01 Last Service: 22:34 Frequency: 40 minutes

Source: www.stagecoachbus.com/timetables.

2.5.1 Rail Services

There are two rail stations within close proximity to the development, these being Polsloe Bridge and St James Park. The proposed development is located circa 1,200m (walking distance) from both Polsloe Bridge and St James Park.

Polsloe Bridge and St James Park provide regular connections to Exeter Central and Exeter St David's – the latter of which provides services to regional and national destinations with direct trains to London, Bristol, Birmingham, Plymouth and beyond.

Services from local stations are summarised in **Table 2-3** to **Table 2-5.**

Table 2-3: Rail Services from Polsloe Bridge

Route	Mon - Fri	Sat	Sun
To Exeter St Davids	First Service: 06:36 Last Service: 00:26 Frequency: 30-60 minutes	First Service: 06:36 Last Service: 00:07 Frequency: 30-60 minutes	First Service: 09:32 Last Service: 00:23 Frequency: 30-60 minutes
To Exmouth	First Service: 06:15 Last Service: 23:35 Frequency: 15-60 minutes	First Service: 06:42 Last Service: 23:18 Frequency: 15-60 minutes	First Service: 08:39 Last Service: 23:34 Frequency: 30-60 minutes
To Paignton	First Service: 07:06 Last Service: 22:29 Frequency: 30-60 minutes	First Service: 06:36 Last Service: 21:38 Frequency: 30-60 minutes	First Service: 09:32 Last Service: 21:52 Frequency: Hourly
To Barnstaple	First Service: 06:36 Last Service: 22:29 Frequency: 30-60 minutes	First Service: 06:36 Last Service: 20:29 Frequency: 30-60 minutes	First Service: 09:32 Last Service: 19:45 Frequency: 2 hours

Source: The Trainline (2019)

Table 2-4: Rail Services from St James Park

Route	Mon - Fri	Sat	Sun
To Exeter St Davids	First Service: 06:39 Last Service: 00:29 Frequency: 30-60 minutes	First Service: 06:39 Last Service: 00:09 Frequency: 30-60 minutes	First Service: 09:35 Last Service: 00:25 Frequency: 30-60 minutes
To Exmouth	First Service: 06:12 Last Service: 23:32 Frequency: 15-60 minutes	First Service: 06:39 Last Service: 23:15 Frequency: 15-60 minutes	First Service: 08:36 Last Service: 23:31 Frequency: 30-60 minutes
To Paignton	First Service: 07:09 Last Service: 22:32 Frequency: 30-60 minutes	First Service: 06:39 Last Service: 21:41 Frequency: 30-60 minutes	First Service: 09:35 Last Service: 21:55 Frequency: Hourly
To Barnstaple	First Service: 06:39 Last Service: 22:32	First Service: 06:39 Last Service: 20:32	First Service: 09:35 Last Service: 19:48

Route	Mon - Fri	Sat	Sun
	Frequency: 30-60 minutes	Frequency: 30-60 minutes	Frequency: 2 hours

Source: The Trainline (2019)

Table 2-5: Rail Services from Exeter St Davids

Route	Mon - Fri	Sat	Sun
To Bristol Temple Meads	First Service: 06:00 Last Service: 21:49 Frequency: 15-60 minutes	First Service: 06:23 Last Service: 20:45 Frequency: 15-60 minutes	First Service: 08:01 Last Service: 21:02 Frequency: 30-60 minutes
To London Paddington	First Service: 05:52 Last Service: 20:52 Frequency: 15-60 minutes	First Service: 06:43 Last Service: 20:45 Frequency: 15-60 minutes	First Service: 08:30 Last Service: 21:02 Frequency: 30-60 minutes

Source: The Trainline (2019)

In total, services from Polsloe Bridge and St James Park to Exeter St Davids are frequent, with at least one train running every hour. Services begin early in the morning and finish late at night, ensuring a good provision to suit a wide range of travel times. Passengers from Exeter St Davids can access frequent cross-regional services, with trains to Bristol and London running at least once every hour, on weekdays and weekends. Overall, this displays a very good provision of rail services to/from the site and surrounding area.

3. Access Arrangements and Management Measures

3.1 Introduction

This section outlines the construction traffic routes to site, including Abnormal Indivisible Loads (AIL), and outlines measures to be taken which will help minimise the negative impact of any construction traffic associated with the proposed development.

The number of vehicles involved during the construction phase is not known at this stage of the planning process and is likely to vary on a daily basis / within the overall build out programme. The impact of these vehicles can be minimised by a number of methods, as discussed in this Section.

3.2 Construction Access Routes

Local/Strategic Highway Network to Existing Access Road

Access to the construction site (from the public highway) will be from the existing Prince Charles Road / Calthorpe Road Roundabout and subsequently the mini-roundabout providing access to Morrisons. Much of the construction traffic will likely route to / from the M5 J29 for the north or J30 for the south, each located approximately 3.5 miles from site respectively. Access will be via Cumberland Way from Junction 29 of the M5 or Hill Barton Road from Junction 30 of the M5, to join the B3212 Pinhoe Road and subsequently Mount Pleasant Road to access Prince Charles Road and the site.

Once the Construction Programme has been developed and more details on contractor/material source locations are confirmed, the most appropriate route, if different from using the M5, will be determined and agreed with the LHA.

3.3 Construction Signage

Signage will be provided along the construction routes to direct construction traffic to / from the construction site and to warn other road users construction traffic movements in key locations. The location and form of signage will be agreed with the LHA. Signage will also be provided within the Construction Site to guide construction traffic in and out of the Laydown Area, and to the construction parking bays. The location of the signage will be developed as the Project progresses and in discussion with the LHA.

3.4 Monitoring of Construction Traffic

HGV deliveries to site will be monitored to check compliance with the proposed routeing strategy. The final measures will be agreed with the LHA and the contractor, as either the use of one or a number of measures could be utilised to achieve compliance. An example of a possible monitoring measure is a sticker system thereby all HGVs delivering to the Construction Site would be required to display a sticker in the front window. This would allow HGVs to be visually assessed for compliance with the proposed routes.

The haulage companies may be able to offer more advanced compliance measures depending on the type of tracking/monitoring system they employ on their vehicles.

3.5 Construction Laydown Area

A temporary Laydown Area during construction will be provided for the storage of materials, plant and equipment as well as containing site accommodation and welfare facilities, temporary car parking and temporary fencing. Sufficient car parking will be provided within the Laydown Area during the construction phase.

3.6 Construction Vehicle Arrivals and Storage

Advanced warning signs will be provided informing existing vehicle traffic of HGVs manoeuvring / turning at the site access / egress. The construction site entrance will be signed for ‘emergency access points’ for safe access and egress of emergency vehicles.

To avoid construction traffic congestion and nuisance to the surrounding area, all suppliers and contractors will be made aware of the recommended access route, most appropriate for the nature of the journey. Arrivals and departures will be undertake at times to be agreed with the LHA.

The construction site entrance will be appropriately signed to avoid congestion and queuing onto the highway, and to minimise any highway safety conflicts. The construction site entrance will also be maintained and kept clean and clear.

As well as obeying all relevant highway laws and speed limits drivers will also be briefed to ensure that they:

- Do not use engine brakes on local streets near to residential properties in particular;
- Drive in a manner and speed that minimises vehicle noise and emissions;
- Follow the permitted routes that link to the M5 Junction 29 and 30 accordingly;
- Park in nominated areas on the site only;
- Report any issues on the local highway network as a result of construction activities; and
- Avoid blocking junctions and local roads.

Site deliveries will adopt a 'just in time' arrangement whenever practicable to do so to minimise queuing and on-site storage requirements.

All plant and construction materials will be stored within the site boundary in a secure compound. Deliveries of building materials will be phased throughout the construction period to ensure there is sufficient storage space available for direct offloading and storage on the site.

3.7 Cleansing of Vehicles Prior to Exiting the Site

All vehicles exiting the Construction Site will be required to undertake effective vehicle cleaning and wheel-washing to minimise the amount of debris which is transferred to the the local highway network. There will be specialised water tanks, hosing equipment, water collection and treatment tanks to undertake the cleaning process. The location of the wheel cleaning facility within the Construction Site will be determined by the contractor.

3.8 Highway Conditions Survey

A pre-construction condition survey, including road and verge condition at the Prince Charles Road / Calthorpe Road roundabout, Prince Charles Road and Stoke Hill roundabout would be undertaken prior to the commencement of the construction programme.

3.9 Construction Hours of Operation

It is anticipated that there will be a set number of hours during which construction can take place, this will be detailed within the planning consent and this will automatically prevent a noise nuisance from vehicles arising during the quieter periods of the day.

Except in cases of emergency, any work required to be undertaken outside of core working hours will be agreed with DCC prior to undertaking the works.

4. Construction Workforce

4.1 Number of Workers and Parking

The level of construction workers on-site will vary during each phase of the build-out. It is envisaged that workers will travel mainly by shared private vehicle, although sustainable transport options will be encouraged and promoted, including car sharing. A Construction Staff Travel Plan (CSTP) will be produced to encourage sustainable travel where possible.

There will be on-site provision for some vehicle parking for construction workers. This will be carefully managed to ensure that these vehicles are booked onto the site in advance.

The Contractor will monitor the situation and, in the unlikely event that localised on street parking by construction workers occurs, will liaise with the LHA, to prevent such occurrences by appropriate means as considered necessary.

It is anticipated that some construction workers will use their vehicles on-site during the day, and as such will not require use of the car park.

4.2 On-Site Facilities

Rest room and toilet facilities, including showers and lockers will be provided on site as a minimum.

4.3 Construction Staff Travel Plan

Staff will be encouraged, where possible, to use sustainable modes of transport or car share to the Construction Site. The proximity of the site to public transport provisions and its accessibility by active travel modes is excellent; however it is recognised that using sustainable modes of transport may not be suitable due to working hours or bringing tools and equipment to site. However, car sharing would reduce the total number of trips to the Construction Site. The Contractor will also be encouraged to lay on crew vehicles if appropriate.

4.4 Induction and Training

The Contractor shall implement appropriate training and induction in the requirements of this CTMP. All employees and contractors working on site will undergo site induction training. The induction will address, as a minimum:

- The CTMP;
- The existence of traffic restrictions and what this means for the project;
- Delivery hours, and HGV parking area;
- Workforce parking;
- The need to adhere to local speed limits and to use the dedicated route to and from site (where required);
- Reporting and recording environmental incidents related to traffic; and
- Traffic control measures and signage strategy.

5. Ongoing Development of the CTMP

This report has been prepared to consider methods to reduce any negative impacts from construction traffic associated with the proposed development south of Prince Charles Road, Exeter.

The contents of this CTMP will need to be complied with, unless otherwise agreed with DCC. The contractor's site manager will therefore work with DCC and HE as Local Highway Authorities, to review this CTMP, should issues arise in relation to the construction of the development. Any future revised plan will therefore need to approved by DCC and be complied with thereafter.

Construction traffic will be routed from the site to the existing Prince Charles Road/Calthorpe Road Roundabout and subsequently the mini-roundabout providing access to Morrisons. Construction traffic will then route to / from the M5 J29 for the north or J30 for the south, each located approximately 5.5km from the site respectively. Access will be via Cumberland Way from Junction 29 of the M5 or Hill Barton Road from Junction 30 of the M5, to join the B3212 Pinhoe Road and subsequently Mount Pleasant Road to access Prince Charles Road and the site.

This CTMP ensures that suitable access and parking will be provided and provides details of the construction traffic routes as a result of the development. Signing, and any traffic management measures, will need to be implemented, as agreed with the Highway Authority.

A Construction Staff Travel Plan will be developed to encourage, where possible, staff to use sustainable modes of transport or car share to access the Construction Site.

The principles identified in this CTMP are considered to form a sound framework for ongoing development and implementation of the CTMP.

As such it is envisaged that the principles described in this document will be updated as the construction methodology and logistics plan are progressed. Contractors will be expected to employ their own in-house management systems to meet the overall aims of the CTMP, where necessary.

The CTMP may also be revised to maintain compatibility with other documents being developed, such as any specific Health and Safety Plans. The overarching aim being to provide a safe environment for the site workforce and members of the public for the duration of construction.