Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019.

Point 1 – RSA & Exception Report

- Please find attached the combined Stage 1 and Stage 2 Road Safety Audit along with the designer's exception report providing response to the points raised by the Road Safety Auditor. (Add copies of drawings and documents).

Point 2 – Deliveries during lunch time peak period

- Kier carried out an audit on the number of cycles using the cycle lane over a 24-hour period on Wednesday 17th October 2018 (Copy attached). It will be noted that there is not a significant increase in activity during the lunch time period and as such we do not feel it necessary to have a delivery schedule to avoid the lunch time period. This has been further reinforced by the VISSIM model carried out by Camden that indicates that the busiest period for motor vehicles using Tavistock Place is between the hours of 09:30 – 10:30 as per the excerpt below taken from the Norman Rourke Pryme Traffic and Transportation report dated 15th March 2019 carried out for LB Camden. The report concluded that our deliveries during this period *'would not cause significant delays and would not extend back to upstream junctions.'* (Full report attached)

> **TRAFFIC DATA**
>
> The London Borough of Camden undertook traffic surveys along the Tavistock Place corridor for three days between 22nd and 24th of May 2018 for the period 07:00 to 19:00.
>
> Based on the information provided in the Construction Management Plan, construction vehicles would have access to the site between 09:30-16:30. Using the May 2018 traffic surveys, it has been identified that the highest hourly traffic flows in the study area, during the hours of operation, are between 09:30-10:30 (occurring on 22nd of May 2018). This is therefore the hour that has been used for the VISSIM modelling assessment.

Figure 1 - Excerpt from Norman Rourke Pryme Report (15th March 2019).

- It was agreed as per an email from James Hammond of the 22nd March 2019 (Copy attached) that:
    - Road closures will be kept under 3 minutes.
    - No additional closure can happen within 10 minutes of the last one.
    - If the closure goes over 3 minutes, the next closure cannot be done within 20 minutes.

  and we can monitor and revise going forward if needed.

Point 3 - Maintaining a log of time taken for delivery access and egress

- Kier will maintain a log of timings in line with the guidance of CLOCS reporting / records process for a medium risk project to measure the 2 minute in and 1 minute out stoppages of Tavistock Place to ensure the period is monitored to avoid exceeding the 3 minute period as assessed as part of the VISSIM model. If exceeded, Kier will put into place the agreed

measures outlined within James Hammonds email of the 22nd March 2019 as noted under point 2 above.

Point 4 – Dashboard reporting

- Kier will provide a simple dashboard report to Allen Gillespie (Planning Enforcement Officer CMPs) either on a weekly or bi-weekly basis to be agreed, to include delivery timings as noted under point 3 above, issues encountered, compliments / complaints received and how they were dealt with and closed out.

Point 5 – EMSOL trial to track timing of deliveries

- Kier have provision for the use of a delivery management system by Datascope as described under section 18 of the Camden CMP proforma. Deliveries are pre-booked and a report printed and issued daily to our Traffic Marshalls to ensure they are clear on expected deliveries. The lead Traffic Marshall shall be provided with a hand-held tablet to record arrival and departure times along with collating the necessary information required for CLOCS. We assume that this system provides similar provision as the EMSOL equipment and is satisfactory to Camden.

Point 6 – CMP consultation

- A summary of all responses to the CMP consultation with the CLG is already included within the Appendix C of the CMP submitted. (Copy attached). Minutes of the CLG meetings are also included within the CMP submitted also within Appendix C. To further support these documents the CLG Terms of Reference has been updated (Copy attached) and will be included within the CMP under the same Appendix C.

Point 7 – Frequency of CMP CLG meetings

- The CMP already submitted includes a statement confirming that CLG meetings shall be held on a monthly basis. The format of which is clearly identified within the updated CLG Terms of reference document (Copy attached). The following statement as agreed with Steve Cardno in an email of the 07.06.19 will be included under section 11.6 of the CMP.

  'In order to maintain a regular review of the CMP, and as per the appended CLG Terms of Reference (point 7 – "Liaison with the planning authority"), a schedule of complaints, issues raised and solutions sought and implemented will be maintained by the contractor and shared, along with minutes of meetings, with the relevant Council officers (James Renwick – Section 106 Manager, Allen Gillespie – Planning Enforcement Officer (CMPs), Elizabeth Beaumont – Appeals and Enforcement Manager and Steve Cardno – Public Realm & Planning Team Manager). Officers will also be invited to meetings as and when agreed by the CLG membership.'

Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019.

Point 8 – Management of vulnerable road users

- Kier have stated within the CMP submitted, under section 22b, the provision of 5 full time trained Traffic Marshalls to be posted on Tavistock Place to manage deliveries and traffic and vulnerable road users. Also contained within Appendix L of the submitted CMP are 'instructions for Traffic Marshalls' (Copy attached) that explains the procedure Traffic Marshalls will take on arrival of a delivery. This includes the deployment of physical concertina barriers across the East bound cycle lane and North side footpath on both sides. It should also be noted that physical Mass Barriers are to be positioned either side of the West bound cycle lane as per highway layout drawings included within the RSA brief that should discourage 'wrong way use' and that as part of the highway design, signage and road markings are to be used to clearly define the route.

- Kier also commissioned a cycle count survey carried out on the 17th October 2018 (Copy attached) to establish the number of cyclists using the cycle lane in both East bound and West bound directions. From this it was established that deliveries would be made during the hours of 9:30am till 4:30pm when the numbers of cyclists significantly reduce. From this audit, it established that during these hours, the maximum number of cycles using the East bound cycle lane was between 4:15pm and 4:30pm, this number being 56 cycles. This means on average during any 2 minute delivery manoeuvring period there would be 8 cyclists to manage whilst we reverse our vehicles into site. These cyclists will be stopped using stop works signage held by our Traffic Marshalls and by the use of the physical concertina barrier to be deployed. We consider these to be reasonable measures to manage the risk of cyclist using unauthorised routes.

Point 9 – Specification of protective barriers

- A description and photograph of the proposed metal Mass barriers to be used is included within the CMP as submitted under section 22b. These barrier interconnect with each other and are inherently stable. They are linked via internal pins, are wind resistant and have an anti-vandalism design. Mechanical fixings will also fix the Mass barrier to the highway to increase their anchorage. The Mass barrier will have a Mass barrier Pedestrian Guard fence inserted into its top, these are also clipped together for added security and stability. Mass Visirail Guard shall be utilised where used on the carriageway. (A copy of the Mass Barrier specification is attached with excerpts below for ease of reference).

Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019.

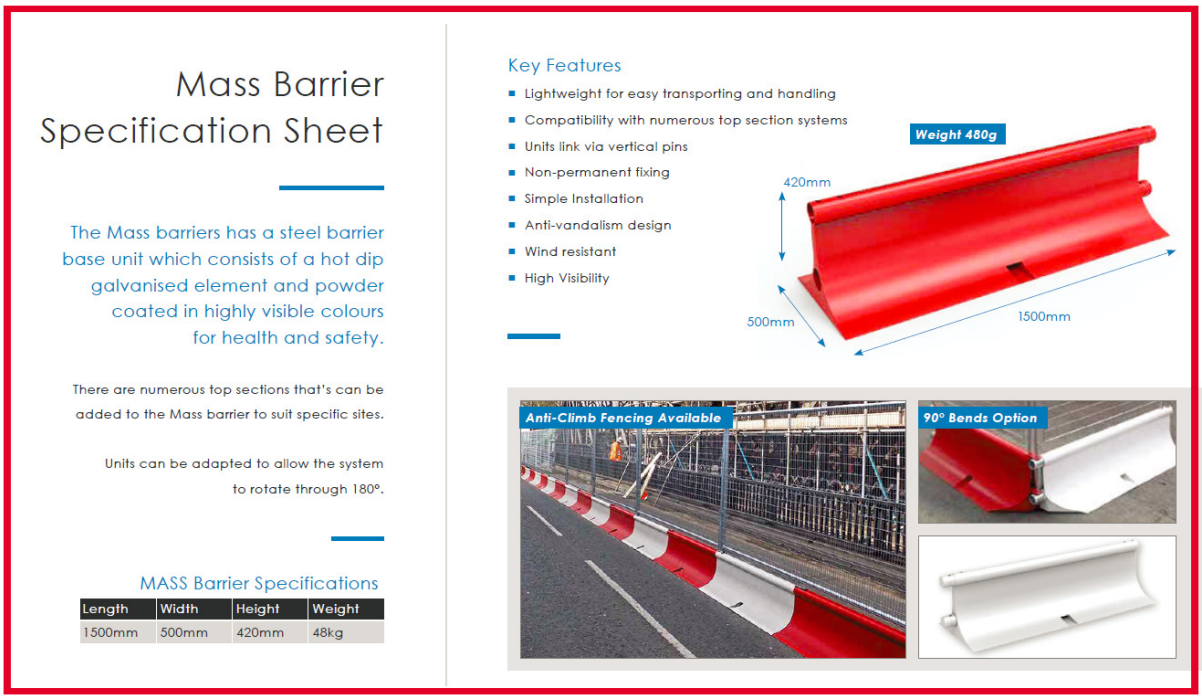


Figure 2 - Mass barrier specification.

Figure 3 - Mass barrier mechanically fixed to carriageway.

Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019.

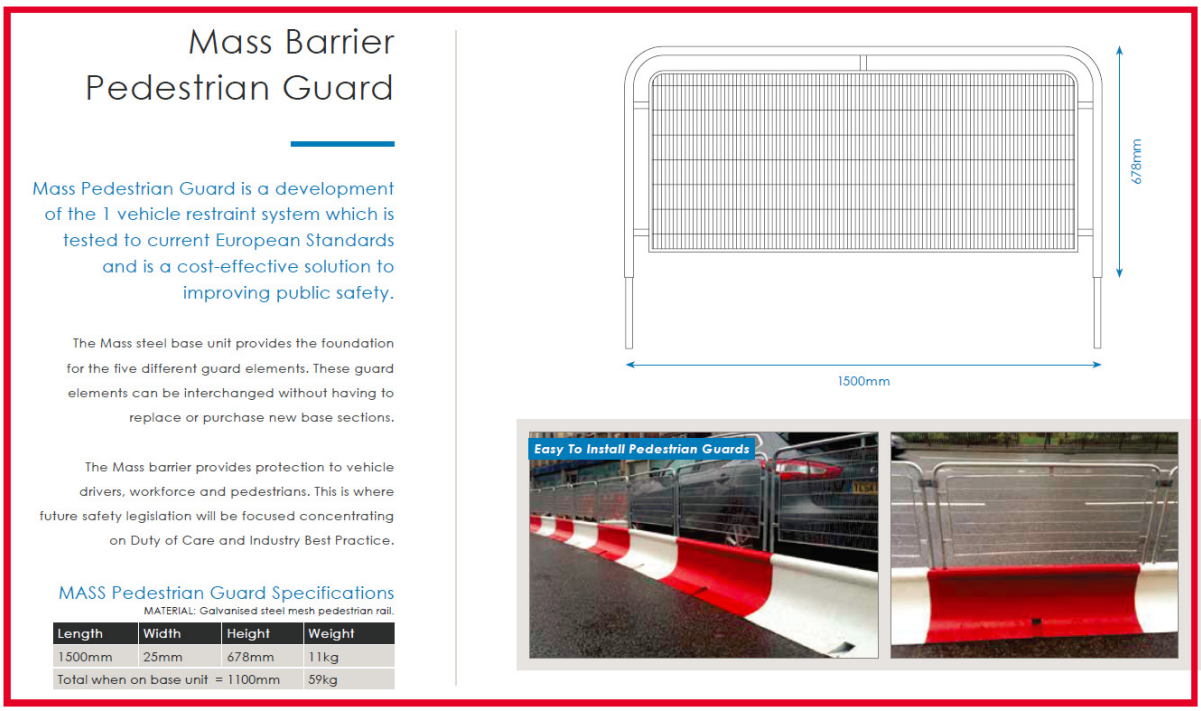


Figure 4 - Pedestrian guard fence.

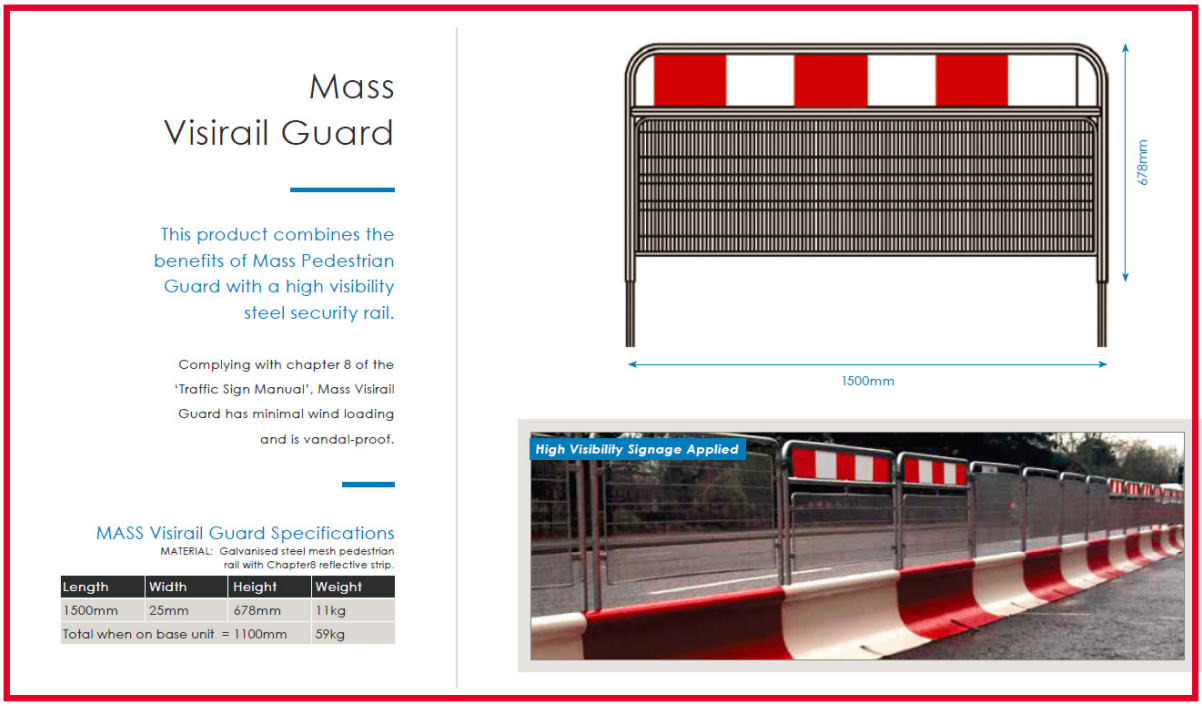


Figure 5 - Visirail guard fence for use along the carriageway.

Point 10 – Scaffold gantry above the public highway

- The pedestrian gantry will be constructed from tube and fitting scaffolding and have a double boarded deck with a membrane placed between the 2 layers of boards. The outside legs of the gantry shall be hoarded in accordance with Camden's requirements and will be

of the approximate dimensions of 32m long by 1.9m wide over the public footpath. The height of the gantry above the existing footpath levels will be approximately 2.9m. The location on plan, the height and the cross section through the gantry are shown on the below drawing (Figure 6).

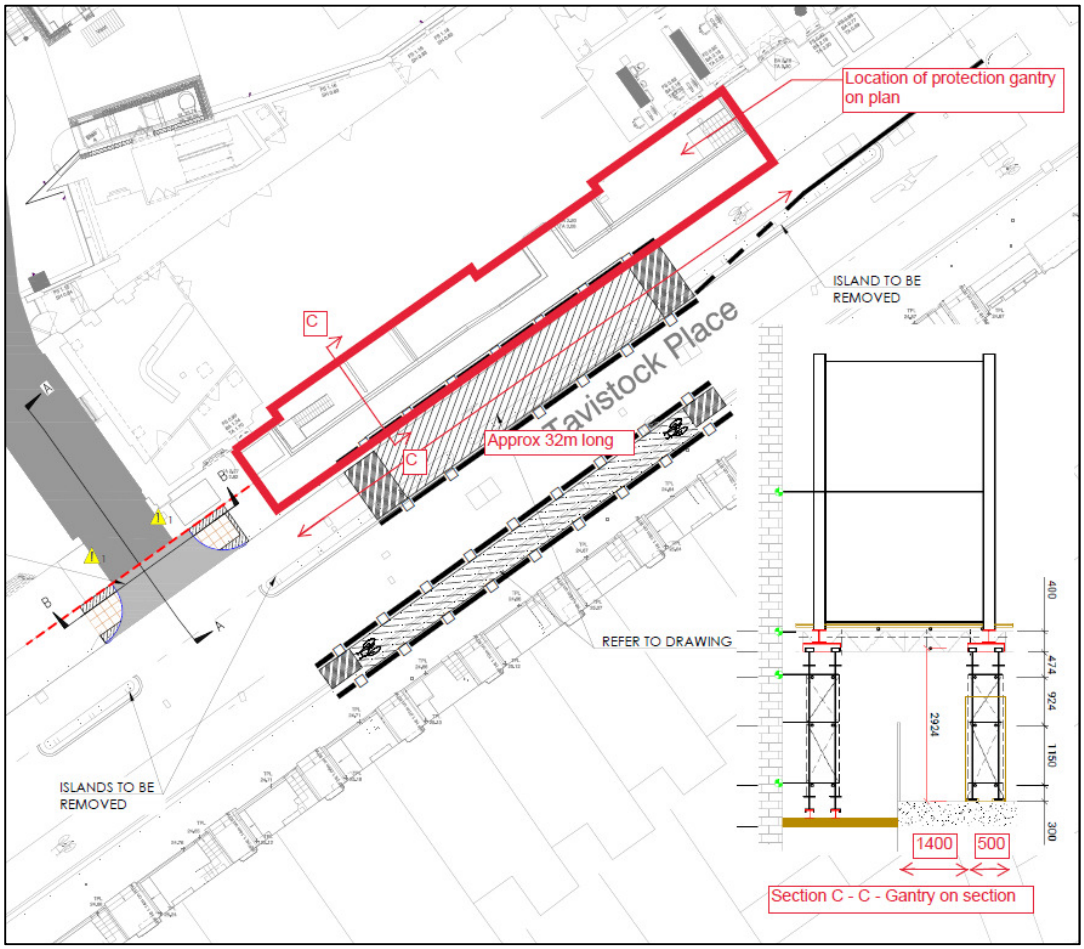


Figure 6 - Location plan for scaffold gantry above the public footway.

Point 11 – Tower crane details

A Luffing jib tower crane is to be used as per the excerpt below from drawing 4821-02 (Copy attached). This type of tower crane will prevent over sail of adjoining properties by setting the onboard computer to intervene when the working radius zones are reached, at which point the crane operator will jib up to reduce the working radius before being able to slew round. This is noted in the CMP under section 27b. The maximum working radius are shown on the below excerpt of drawing 4821-01 (Copy attached). It should be noted that over sail of the public highway will be required to be able to unload materials from flat bed vehicles parked in the unloading bay on Tavistock Place. Note that the onboard computer can be set up such that the radius is restricted to reaching only as far as the edge of the unloading bay. It will be necessary to obtain an over sail licence from Camden.

Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019.

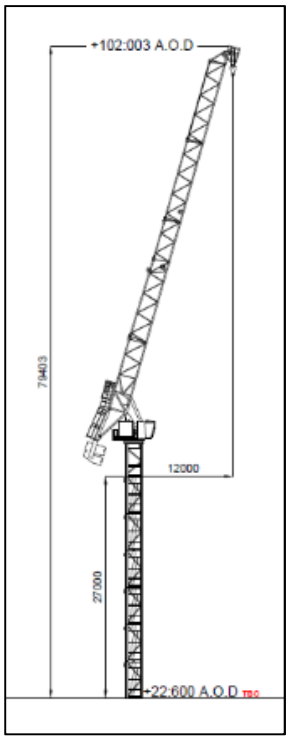


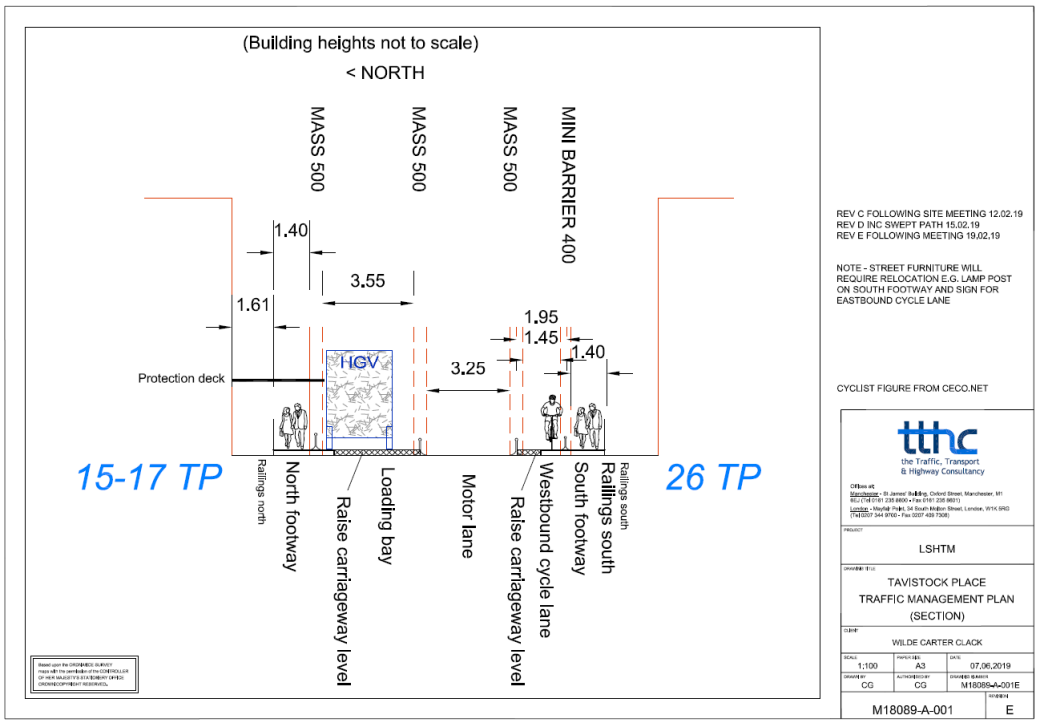
Figure 7 - Luffing jib tower crane to be used with parked radius of 12m.

Figure 8 - Maximum working radius of tower crane.

Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019.

Point 12 – Discussions had with Camden's Streetworks Team

- Kier has met the following members of Camden's Team regarding this project:
  - Gordon Hamilton. (Highways Licencing)
  - Robert Slaney. (TTO / Mobile crane licences)
  - William Nash. (Street Lighting)
- Kier have met Gordon Hamilton on site 3 times to discuss the logistics on Tavistock Place. The first meeting was to discuss our logistics proposal in principle. It was generally accepted subject to getting sign off of the CMP. The second meeting was also attended by James Hammond (Transport Planner for Camden) along with Gordon Hamilton where our submitted CMP logistics proposal was reviewed on site in more detail. It was at this meeting where the currently tabled layout and cross section (excerpt below) was agreed in principle subject to final CMP sign off. The third meeting was to agree the removal of the lamp post on the South side footpath to make way for the West Bound cycle lane. This meeting was attended by Gordon Hamilton and William Nash where it was agreed that the lamp post could be temporally removed during the construction works and temporally replaced with alternative equivalent lighting fixed to our Clients building.



Point 13 – Emergency vehicles

- It is stated within the TTHC documents contained within Appendix L of the submitted CMP that in the event an emergency vehicle requires to pass at the moment our lorry is manoeuvring into site, that our Traffic Marshalls shall wave our construction vehicle on to move it out of the way in order that the emergency vehicle can get past.

Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019.

Point 14 – Review of CMP

- The CMP will remain a live document throughout the construction process. Should the surrounding environment change following development implementation, or the agreed measures through trial are not working, then in conjunction with Camden the developer will review and agree reasonable measures to maintain harmony throughout the project.
- As per point 4 above, Kier will also provide Camden with a dashboard style report.

Point 15 – Camden change the direction of traffic flow of Tavistock Place

- Kier provided a statement along with associated documents to advise that Camden had previously confirmed that the direction of traffic flow was unlikely to change during the construction period and subsequently Camden's Steve Cardno provided on the 05.06.19 written confirmation that our statement has closed out point 15 as the reversed traffic flow may not even take place, however stated that the CMP would require updating should it become necessary.