

Addendum 1
DC1243-Network Building-Camden
CMP Application
Planning Ref: 2020/5624/P

Network Building – Traffic & Logistics Protocol Enhancements

This document is an addendum to DC1243-Network Building-Camden CMP Application.

1. CMP Compliance

The following sets out how we intend to monitor and check compliance with the CMP:

1. Re-brief all project and site-based staff on CMP monthly.
2. Re-brief traffic marshalls on key and relevant aspects of CMP monthly.
3. Re-brief traffic marshalls of their roles & responsibilities monthly.
4. Re-issue delivery instructions to supply chain monthly.
5. Undertake routine audits and spot checks on booking-in procedure to ensure compliance.
6. Monthly reports to demonstrate compliance with CMP.

2. Enhanced Safety Measures

The following enhanced safety measures are being implemented in support of the CMP:

1. Delivery Booking-in Forms – all supply chain members have been sent this form electronically. They are requested to fill it in and return it to the Keltbray project team prior to the delivery being accepted onto site (See Appendix A)
2. Network Building Drivers Information Card Site Deliveries – all supply chain members have been sent this form electronically. The supply chain have been asked to provide copies of this to their drivers who must have it in their cab at time of arrival. If they don't have it with them the delivery will not be unloaded (See Appendix B)
3. Network Building Drivers Information Card Leaving the Site – all supply chain members have been sent this form electronically. The drivers of the vehicles will be provided copies of these to confirm understanding. (See Appendix C)

3. Physical Improvements

For a 3-month period we will be placing a traffic marshal at the junction of Howland Street, Charlotte Street & Fitzroy Street whose duty will be to ensure that construction traffic from the Network Building does not deviate from Howland Street and continues to the Wimpole Street junction where it turns right.

4. Vehicle Tracking

We will be providing a weekly report going forward which captures the GPS tracking of all HGV vehicles that come to site. The purpose of this weekly report is to provide a record of all construction vehicle routing to and from the Network Building site. This information is gathered through the vehicles GPS telematic tracking devices.

Clarifications as per the below:

- All HGV vehicles included as part of GPS Weekly Tracking Report.
- Vans are excluded from this requirement.
- Only HGV vehicles with GPS to be accepted to site.

This report will be in the format shown in Appendix D.

5. Implications of deviating from routes

If following the weekly checks of routes to and from site, shows that either a particular haulier, supplier or driver deviates from the agreed routes without the justification of an exceptional reason, then the following steps will be taken:

1. Email notification to haulier/supplier confirming that X vehicle has not followed the agreed route and request reasons why.
2. If there is no reasonable explanation as to why the driver deviated, then the driver will be banned from delivering to site in the future.
3. If there are 2 separate instances where the same supplier/haulier deviates from the agreed route, then that supplier/haulier will be banned from delivering to site.

Note – the only deviations permitted along the planned routes are due the following reasons:

- *Road closures*
- *Emergency incidents*

Appendix A – Delivery Booking-In Form

Appendix B - Network Building Drivers Information Card Site Deliveries

Appendix C - Network Building Drivers Information Card Leaving the Site

Appendix D – Weekly Vehicle Tracking Report