

Kirby Street CMP responses

Response #1

The whom it may concern.

The residents of [REDACTED] are writing in response to the Construction Management Plan and proposed access & traffic strategy for works at 20-24 Kirby Street EC1.

We feel that the temporary restrictions proposed for St Cross Street between Saffron Hill & Kirby Street seem reasonable assuming that care will be taken to ensure all footpaths remain clear of debris and dropped curbs remain fully accessible for those with reduced mobility (45 degree ramps are not safe for wheelchairs users). We do not, however, feel the planned traffic route for construction vehicles is realistic nor will it provide enough mitigation (in the local area) of noise, pollution, and congestion that construction vehicles cause. We have included several points of concern below:

CMP point 14. - existing sites in the local area that may contribute to the cumulative impacts of construction in the vicinity of the site.

Two existing sites on St. Cross Street have been omitted from the CMP.

- Scaffolding was recently erected at 15-17 St. Cross Street where façade works are underway.
- Scaffolding has been in place at the corner of St. Cross Street and Farringdon Road for quite some time. Vans & various vehicles related to this site can often be seen parked in front of Da Vinci House.

With the current routes in place both sites will be able to function as they are currently. All our deliveries to site are scheduled in so deliveries are only located in the loading area on St Cross street.

CMP point 18. Traffic Routing.

The proposed traffic access route is flawed as construction traffic will be turning into Hatton Garden from Clerkenwell Road and travelling the full length of Hatton Garden before turning down Greville Street. It appears to have been devised by looking at Google Maps and not actually walking or driving the proposed route.

- This route will cause the maximum amount of disruption, daily noise, pollution, potential danger to pedestrians, and traffic congestion to a busy commercial/ retail & residential street. Hatton Garden already suffers from daytime traffic congestion serving offices, retail shops, Leather Lane during the day and parking on both side of Hatton Garden. Daily construction vehicles are inappropriate and would be dangerous.

This is the preferred route chosen by Camden in our consultations in preparing the draft document.

CMP point 19. Control of Site Traffic, particularly at peak hours.

The proposed swept path analysis only considers one intersection adjacent to the site. There should be an analysis for the following.

- 1) Proposed turning into Hatton Garden from Clerkenwell Road.
 - There are two zebra crossings at the intersection of Clerkenwell Road & Hatton Garden, an adjacent bus stop on Clerkenwell Road at Hatton Garden, and a busy cycle lane heading west along Clerkenwell Road crossing over Hatton Garden. Construction traffic would inevitably cause traffic delays at this intersection and a hazard for both pedestrians & cyclists trying to cross over Hatton Garden.

All the above swept path analysis of these junctions has taken place with different types of vehicles and been provided to Camden. This has given us our largest vehicle selection that is able to access the route safely. Where possible delivery will also be split onto smaller vehicles.

- 2) Proposed turning from Hatton Garden into Greville Street.
 - Greville Street is just over 10' wide with parking along one side of the road and fixed bollards on each corner. Larger/ longer lorries struggle to make this turn. There is heavy pedestrian traffic at both sides of the intersection that runs down Greville Street, crossing over Kirby Street towards Farringdon Station. This proposed traffic route would be hazardous to pedestrians and cause delays on Hatton Garden.

All the above swept path analysis of these junctions has taken place with different types of vehicles and been provided to Camden. This has given us our largest vehicle selection that is able to access the route safely. Where possible delivery will also be split onto smaller vehicles.

- 3) Proposed turning from Greville Street into Kirby Street.
 - Kirby Street is wider than Greville Street but the turning is narrow. (again, with parking along one side of Greville Street and heavy pedestrian traffic).

This has been looked at in line with the above and work inline with the traffic Order will take place to assist.

██████████ residents expressed concern about the proposed traffic plan during the public consultation period for 20-24 Kirby for good reason. The roads between Hatton Garden & Farringdon Road are very narrow and the area already suffers from congested traffic during the day. Existing pavements running between Hatton Garden & Farringdon Road are extremely difficult for wheelchair users or people with other disabilities. The only pavements we are shutting are those directly in front of the site boundary on both St cross street and Saffron hill. There will be temporary drop curbs located fixed to this location to assist for any wheelchair users or people with disabilities.

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Why has this traffic strategy not found the shortest, safest route in and out of the site? The existing plan will be a misery for local residents and daytime pedestrians. This is the route agreed with Camden as the best route to suit other ongoing works within the area.

Why can't construction traffic enter Hatton Garden from Holborn where the intersection is one direction only and the traffic would only run two blocks instead of the entire length of Hatton Garden.

The route agreed with Camden as the best route to suit other ongoing works within the area.

Why can't a strategy be found for traffic to enter from the bottom of St. Cross Street?

St Cross street is a 1-way road at this junction so this would prevent access to the site currently on this junction, this would also mean reversing all large vehicles back across the saffron hill junction and back out on to the main Farringdon Road junction which would not be safe.

How will construction traffic safely manage the narrow, busy intersection of Greville Street and Hatton Garden?

All the above swept path analysis of these junctions has taken place with different types of vehicles and been provided to Camden. This has given us our largest vehicle selection that is able to access the route safely. Where possible delivery will also be split onto smaller vehicles.

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Response #2

Dear team

We received a letter about planned works to commence on 1 November 2023.

Please can you confirm if there will be any problems accessing our offices at the main entrance of [REDACTED] Kirby Street?

There will be restrictions or access problems in relation to accessing the main entrance of [REDACTED] Kirby Street.

Response #3

Please consider these points and confirm/reassure on each:

Point 9 Camden states "If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden."

Your response was:

"Working hours will be as below.

- 8.00am to 6pm on Monday to Friday
- No working on Sundays or Public Holidays"

It does not mention Saturday, so can it be assumed no works of any sort will take place on Saturday?

No works planned in to take place on a Saturday by the contractor. There are some utilities works which are always out of our control as these are agreed directly between the utility's provider and the council.

Point 19b Camden states "vehicle movements should be restricted to the hours of **9.30am to 4.30pm** on weekdays".

Your response was:

"Delivery times for site would be between 8am - 5pm. Mon-Fri".

Can you confirm that all deliveries and vehicle movements will instead abide by Camden's more limited restriction, and that no movements will occur on Saturdays?

We will make reasonable endeavours to have deliveries between 9:30 – 4:30 MON-FRI. However, there will be deliveries taken between 8am – 5pm as agreed with Camden which are the times the loading bays on St Cross St is in operation. If all deliveries are restricted between the 9:30-4:30 the overall programme and disruption to the surrounding neighbours and businesses would be extended.

Point 29 - We look forward to the pre-construction noise survey.

Point 31 - Sound-mitigating panelling across all storeys should be seriously considered, if 130DB is to be the norm,

We have a fully wrapped mono flexed Façade, we will also have Acoustic screens set up locally to where these works are being carried out to minimise its impact.