

## **Camden assessment of Kier response to the 15 points raised by Camden following the presentation of the CMP to Camden Councillors on the 31st May 2019 with Kier response of 14.06.19 to point 2.**

### **Point 1 – RSA & Exception Report**

The report summarising the road safety audit problems, recommendations and designers responses is useful. It is acknowledged that many of the problems identified and the associated recommendations had already been designed in to the proposed construction arrangements. The CMP will need to be amended to reflect any agreed recommendations which are yet to be designed in. Some minor amendments will need to be made to the proposals for temporary highway works required to facilitate the development. However, these can be discussed and agreed once the CMP has been approved, but prior to works commencing at the site. This point has been addressed.

### **Point 2 – Deliveries during lunch time peak period**

The information provided suggests that cycle flows during the lunchtime period are low when compared with the morning and afternoon/evening peak periods. This is acknowledged. However, pedestrian footfall also needs to be considered. This is likely to be high during the lunchtime period. Pedestrians will be severely disadvantaged by the proposed access strategy for construction vehicles. Our position therefore remains unchanged and the contractor should schedule construction traffic to avoid the site during the lunchtime period (12 noon to 2pm). An exception to this rule would be made for ready-made concrete deliveries. This point requires further consideration.

*Kier Response 14.06.19 – It is agreed that we will avoid scheduling deliveries between the hours of 12 – 2 Monday to Friday on the basis that concrete wagons are exempt and that this only applies to vehicles crossing the footpath and not those using the pit lane as these would not impact pedestrians using the footpath. We would also like for there to be ongoing review and that in the event that it is established that our deliveries would not impact pedestrians significantly during this period that we could rescind this request with agreement from Camden.*

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

Kier will maintain a log of vehicle timings in accordance with CLOCS guidance. This is welcomed. This point has been addressed.

### **Point 4 – Dashboard reporting**

Kier will provide Planning Enforcement with weekly or bi-weekly dashboard reports. This is welcomed. This point has been addressed.

#### **Point 5 – EMSOL trial to track timing of deliveries**

Kier will use a delivery management system by Datascope, as described under section 18 of the CMP. This is welcomed. It is noted that the delivery management system by Datascope was used by a different contractor working on a redevelopment scheme at the British Museum. This point has been addressed.

#### **Point 6 – CMP consultation**

A summary of all CMP consultation responses, minutes of construction liaison group (CLG) meetings and an updated CLG terms of reference will all be provided within Appendix C of the CMP. This point has been addressed.

#### **Point 7 – Frequency of CMP CLG meetings**

The additional information and clarification provided was useful. This point has been addressed.

#### **Point 8 – Management of vulnerable road users**

The additional information and clarification provided was useful. The 'Instructions for Traffic Marshals' contains some inaccuracies (e.g. Traffic marshals would not need to hold cyclists coming from the east as they will have a fully segregated cycle lane adjacent to any vehicle activity). There remains concern that some cyclists will disobey the traffic marshals and any signing. The response to road safety audit problem/recommendation 9 indicates that the contractor will continually review cyclist behaviour to ascertain if further signing is required. This point has been addressed.

#### **Point 9 – Specification of protective barriers**

Kier have provided specification details for the protective barriers to be installed as part of the temporary highway arrangements. The additional information provides comfort that the protective barriers would be robust and will be mechanically fixed to the carriageway. This point has been addressed.

#### **Point 10 – Scaffold gantry above the public highway**

Kier have provided further details for the proposed scaffold gantry to be erected adjacent to the site. The design would be in accordance with Camden's requirements

and a scaffold gantry licence would need to be obtained from the Streetworks Authorisations and Compliance Team. This point has been addressed.

### **Point 11 – Tower crane details**

Kier have provided further details for the proposed tower crane to be erected within the site. The design would be in accordance with Camden's requirements and a crane oversail licence would need to be obtained from the Streetworks Authorisations and Compliance Team. This point has been addressed.

### **Point 12 – Discussions had with Camden's Streetworks Team**

The additional information and clarification provided was useful. I have spoken with Gordon Hamilton in the Streetworks Authorisations and Compliance Team and he has confirmed that constructive discussions have taken place. I have also been copied in to email correspondence with William Nash (Street Lighting & Drainage Manager) with regard to the temporary relocation or removal of a lamp column adjacent to the site. This point has been addressed.

### **Point 13 – Emergency vehicles**

The additional information and clarification provided was useful. Appendix L describes actions which traffic marshals shall take in the event that an emergency vehicle needs to pass the site when a construction vehicle is in the process of entering or exiting the site. This action has been addressed.

### **Point 14 – Review of CMP**

The additional information and clarification provided was useful. Kier acknowledge that the CMP will remain a live document. The CMP will be reviewed by the developer, including discussions with Camden officers as and when necessary. As already acknowledged, Kier will provide Planning Enforcement with weekly or bi-weekly dashboard reports. This is welcomed. This point has been addressed.

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

We have agreed that the CMP would need to be updated the Council were to reverse the direction of motor vehicle traffic on Tavistock Place at some point in the future. This point has been addressed.