

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

**18. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered, and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Due to the site's location on Midland Road, a one-way route in a southerly direction, the construction traffic accessing the site will, in the main, be accessing the eastern side of site from the northern TLRN via the wider motorway network where necessary.

There is a secondary vehicle access available to the east of the site for use by agreement/by exception, via Ossulston Street; but due to the layout of the road network and proximity of local residential properties Midland Road will provide the primary access route for construction vehicle access.

This access will be a shared access road which during the initial phases of the works will also provide access to The British Library (TBL) loading bay and is currently managed by their security. Whilst details are yet to be finalised, to ensure close coordination of construction and British Library deliveries the access road will be the responsibility of the Principal Contractor and TBL vehicles will be managed by the Contractor with a joint vehicle booking system implemented to ensure full coordination.

It is therefore proposed that the majority of construction traffic will access the site from Midland Road southbound carriageway, however it is expected there will be a requirement for access to be provided via Ossulston Street, to the west of the site to provide access to the British Library loading bay in later phases.

It is noted at the time of preparing this report that certain temporary Covid-19 restrictions and special measures have been implemented on the Euston Road to provide additional cycle routing and wider pavements to facilitate social distancing, it is envisaged that there is likely to be some relaxation of these measures prior to approval being granted for the scheme.

It is further noted that a bypass facility exists which ensures access to the FCI gas compound off Dangoor Walk and traffic routing along Ossulston is maintained during deliveries. Any potential BL and/or contractor vehicle movements should take this into account and ensure delivery vehicles and routes allow for this to be maintained in line with the existing lease and s106 agreements in place.

On this basis the following construction vehicle access routes have been identified;

- Access Route 1 - Primary HGV Route via Midland Road southbound

This route will provide direct access initially via the access road noted above, but as detailed on the logistics slides construction traffic will enter from Midland Road to gain access to the east or the west of the site. At this stage vehicles leaving the site will make a right turn back onto Midland Road southbound to continue their onward journey via Euston Road east.

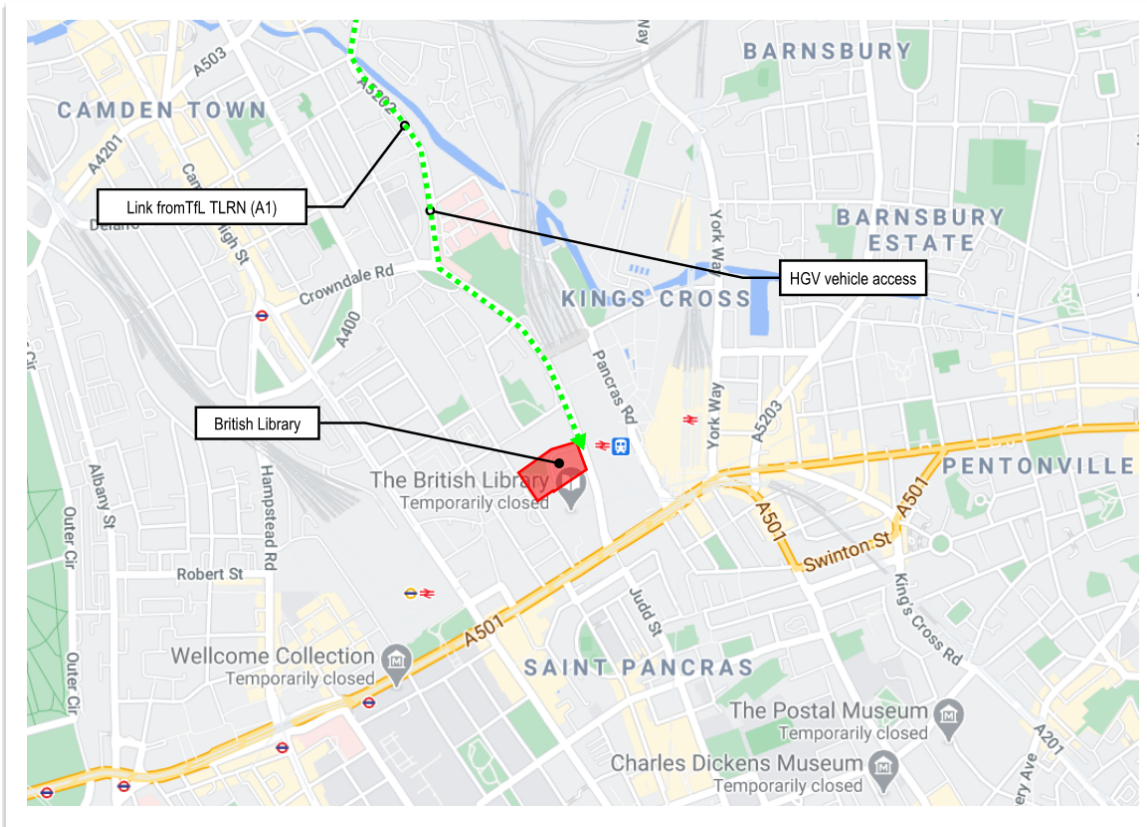


Figure 10 – Primary HGV Route

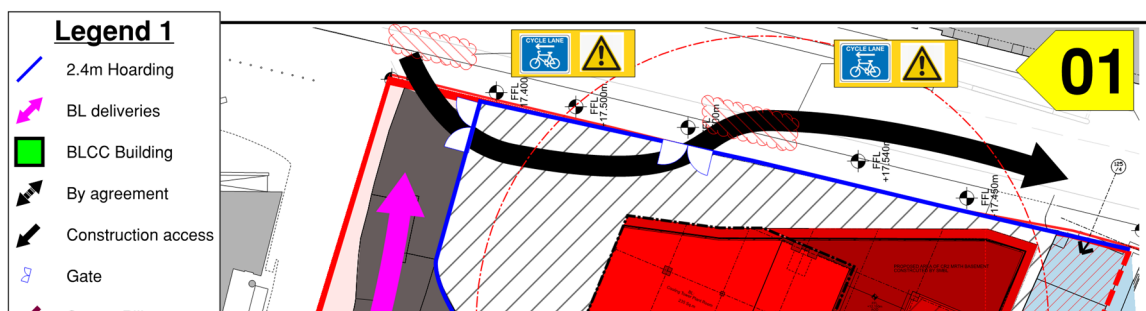


Figure 11 – extract of logistics plan showing Midland Road access

- Access Route 2 – Secondary HGV Route - Via York Way-Goods Way-Midland Road

As route 1 this route uses the Midland Road as the primary access for articulated heavy goods vehicles, but vehicles will arrive from the east via York Way A5200 and Goods Way to alleviate pressure on the route 1 at peak times. It expected this route would be used by the local concrete batching plants during the basement and sub-structure activities and provides an LGV route also.

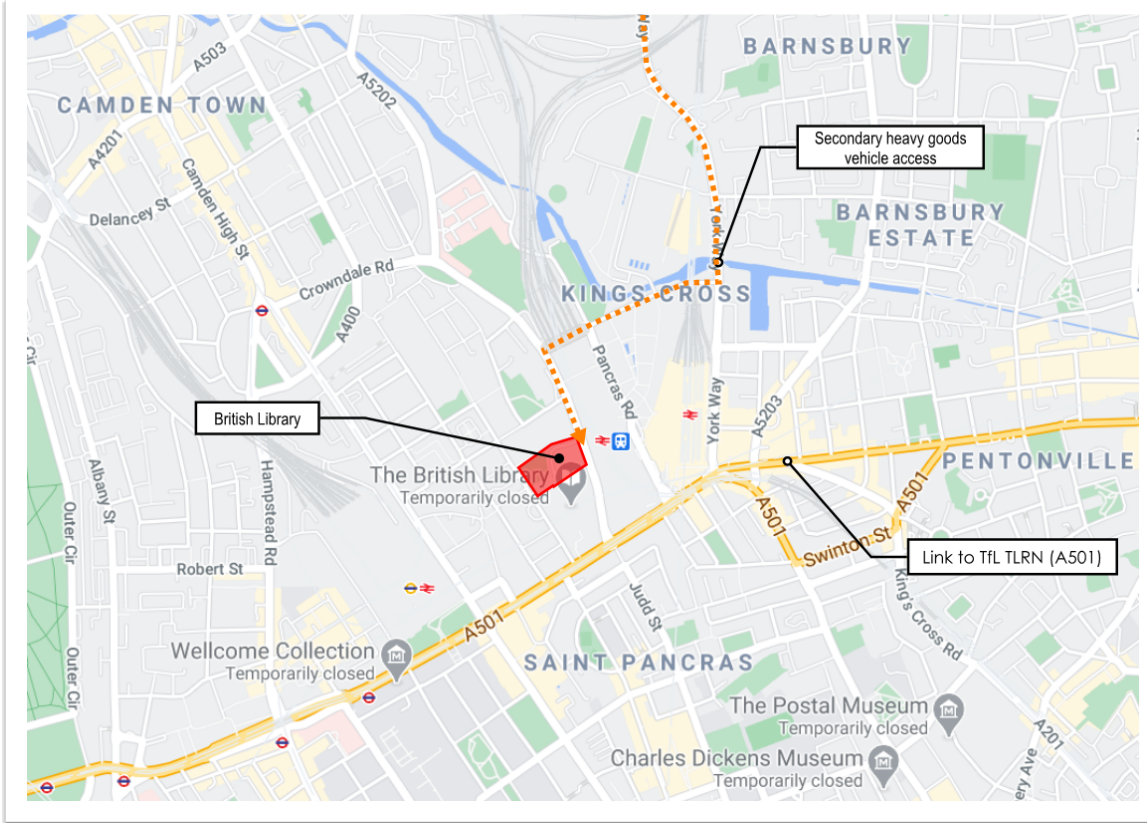


Figure 12 – Secondary HGV Route shown dotted orange.



Figure 13 – Access from Midland Road



- Access Route 3 – LGV Route via Ossulston Street (By Exception/Agreement)

This route will provide direct access to the western side of the site for construction access for light goods vehicles. With traffic routed via east and west carriageways of Euston Road via Chalton Street, Phoenix Road and onto Ossulston Street south. Due to the Chalton Street Market this route will not be available Weds-Fridays 1030-1500hrs. It is envisaged that this route will require the suspension of a number of residents parking bays to Ossulston Street.

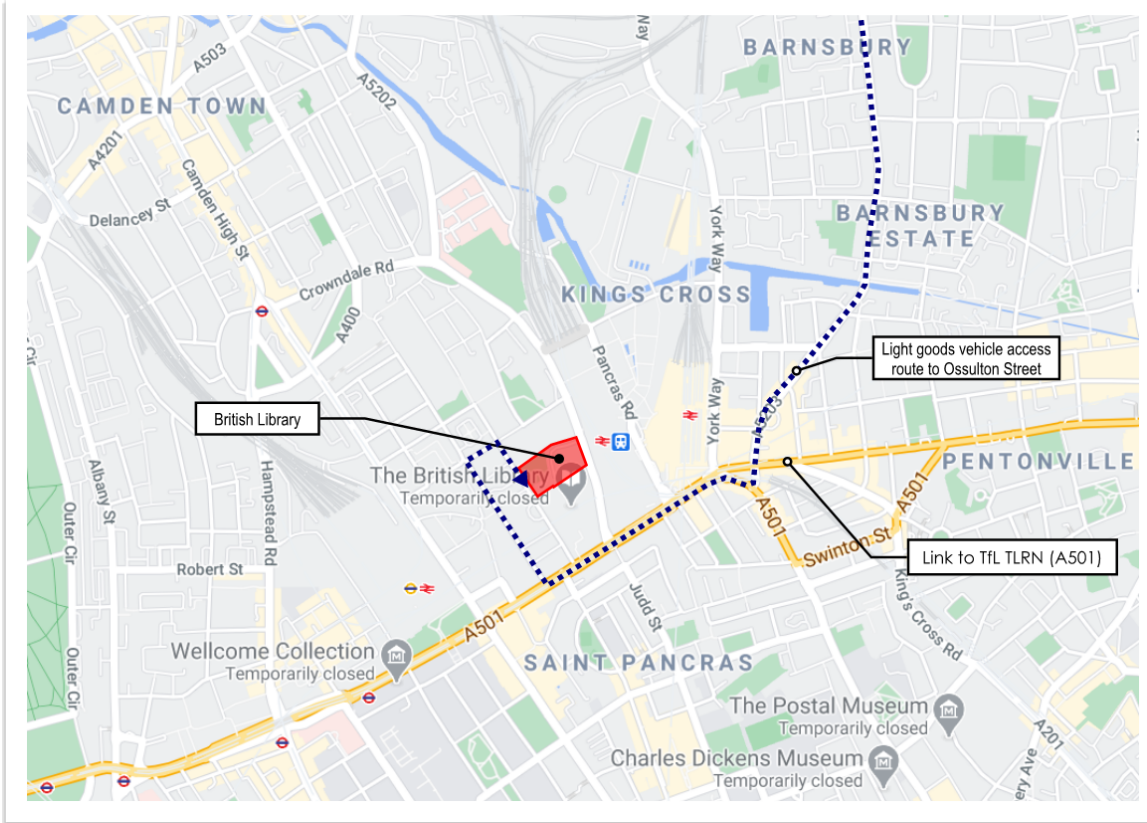


Figure 14 – LGV access



Figure 15 – Access from Ossulston Street.

- Access Route 4 – British Library West Loading Bay Access

Once works to the eastern site have progressed the access to the west loading bay from Midland Road will not be possible so an alternative approach is required.

To implement this, we are proposing that vehicles accessing the loading bay will access the west of the site via Ossulston Street using Brill Place as access from Midland Road.

The junction of Brill Place and Ossulston Place is currently closed to traffic and provides pedestrian and cyclist access only. Through agreement with FCI, Camden Council Highways and Streetworks team we are proposing the temporary suspension of the restrictions such that vehicles can access via Brill Place.

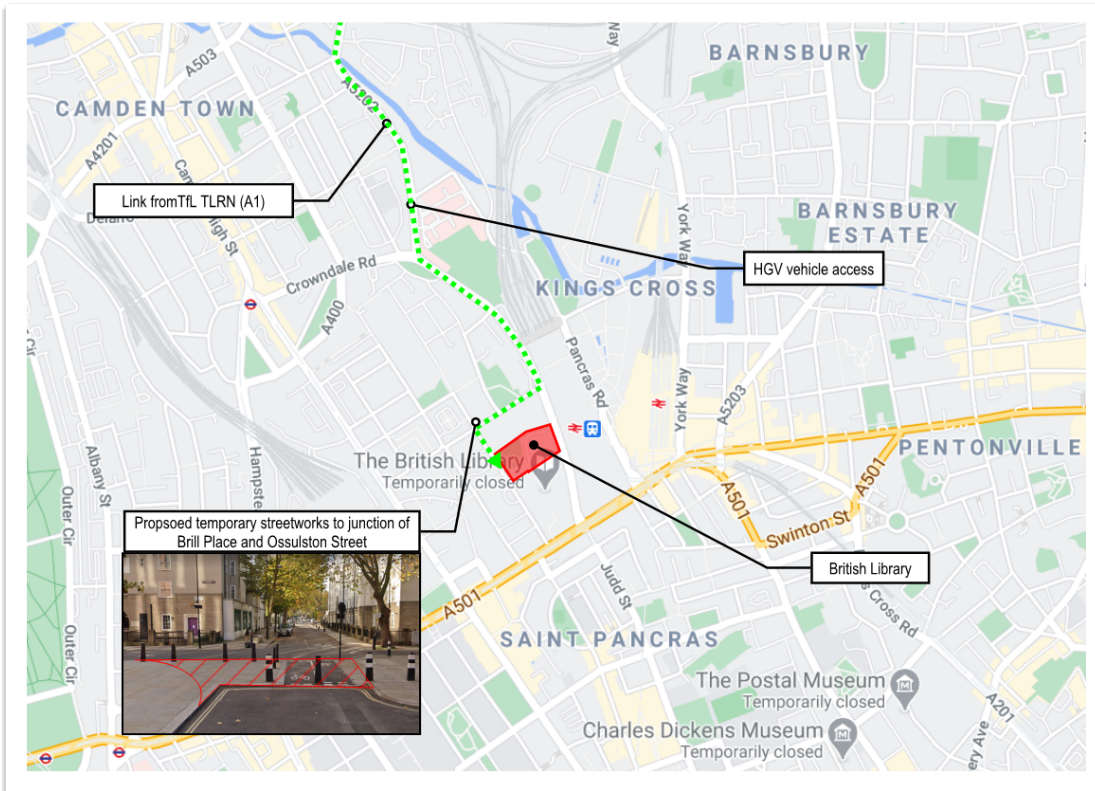


Figure 16 – British Library West Loading Bay Access

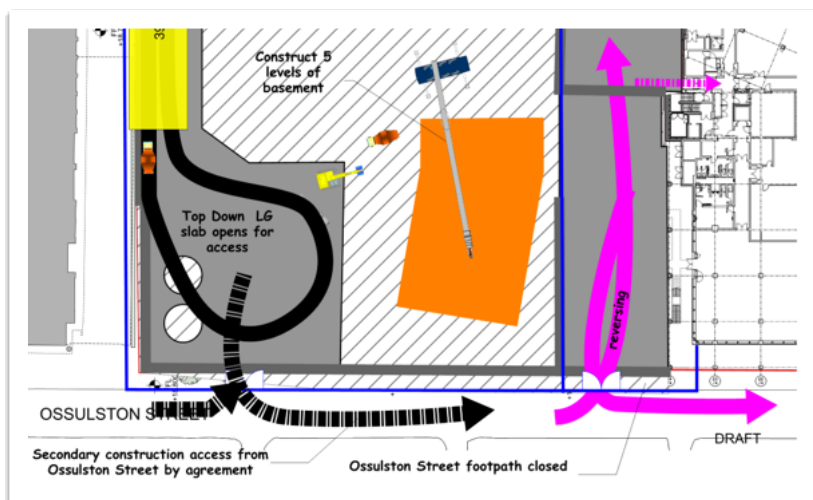


Figure 17 – British Library West Loading Bay Access

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The vehicle routes defined within this document will be discussed and agreed with suppliers and contractors in advance at the pre-start meeting, and the agreed traffic routing included in all Trade Contracts and material supply orders.

Any changes to the plan will be communicated through further meetings to ensure that the use of residential and minor roads is prevented.

**19. Control of site traffic, particularly at peak hours:** *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Deliveries to site will occur within the standard working hours (8am until 6pm).

Vehicles may be permitted to arrive at site earlier if they can be accommodated within the site boundaries. Where this is the case they must then wait with their engines switched off.

Vehicle access gates will be fully manned by competent traffic marshals at all times. Traffic will be stopped by the use of expanding concertina barriers and all areas in front of site gates kept safe when pedestrian traffic and cyclists are passing.

An analysis of the likely construction vehicles has been undertaken and details of the peak vehicles expected throughout the programme, classified by the following weight categories can be found within the Appendices;

> 7.5te

> 3.5-7.5te

< 3.5te

The table below highlights the potential frequency of vehicles by type;

Construction Vehicle Type	Frequency	Comment
Tipper Lorry	Up to 120 daily	Peak for limited periods during demolition, excavation and sub-structure works.
Van	Up to 30 daily	Delivery of small materials, plant, etc.
Low Loader	Occasional	Visits for delivery and collection of larger items of plant.
Mobile Crane	Occasional	Visits for erection and dismantle of tower cranes. Will be site based for some periods of heavy lifting for structural steel and pre-cast concrete elements beyond the tower crane capacities.
Articulated Lorry	Infrequent - 1 to 5 per week	Will be used for delivery of some materials including curtain walling and prefab/precast elements
Flat Bed Lorry	Frequent 1 to 3 per day	Will be used for delivery and removal of initial plant and materials
Grab Lorry	Occasional	Collection of arisings from excavations where not applicable by standard tipper lorry
Concrete Pump	Infrequent 1 to 5 per week	Will be used for concrete placement where static pumps are not practicable
Concrete Truck	10 to 30 per day but not every day	During sub and super structure concrete works
Skip Lorry	Frequent 6yds up to 10 per week, 40 yards up to 2 per week	General segregated waste removal



b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

We are not aware of any other proposed developments in the local area and timescales that would require consideration at this stage.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

At this stage detailed swept paths have not been commissioned as the routes proposed are suitable for heavy goods vehicle uses.

Should this be required going forward to the next stage swept paths can be provided for the agreed construction vehicle routing.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Due to the site's location and routing proposed, we have not proposed any vehicle holding areas at this stage.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Due to the location of the site, it is not possible to undertake deliveries by rail or water.

The use of a consolidation centre will be considered once the design has been developed further. It is likely there will be pre-cast and prefabricated elements comprising façade and structural elements together with internal services and fit-out components so it would be prudent to consider and review.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

As noted elsewhere in this document, the GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8'-recommended mitigation measures will be implemented and delivered on this site.

All delivery vehicles will be directed to switch off their engines whilst unloading at the site.

**20. Site access and egress:** *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Please refer to the logistics plans provided in response to Question 7. for plans detailing access and egress to the site.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

The following measures will be adopted around the perimeter of the project for security and protection purposes:

- All site access will be well lit, clean, robust level hard-standings, well signed and controlled by experienced gatemen. Doors and gates will always be closed when not providing access.
- Vehicle movement on entry and exit from the site will be controlled by traffic marshals at footpath crossings to safely manage the interface with pedestrians.
- Barrier systems across the footpaths will be used while vehicles are delivering to, or leaving from, the site, providing a definitive demarcation between site traffic and the public.
- The traffic management team will always be readily identifiable, clean and well presented.
- A logistics plan will be provided by the Principal Contractor in conjunction with the selected logistics provider and included within the CEMP.
- Wherever vehicles and pedestrians utilise adjacent access during construction around the project, suitable physical segregation with signage shall be installed to demarcate safe pedestrian routes. The entrance gate points will be isolated from site pedestrians by use of designated pedestrian routes and physical barriers. This arrangement will be reviewed as the project proceeds to ensure that any construction activities do not present any additional risks. Should any additional risk be subsequently identified then appropriate action will be taken to eliminate or minimise such risk.
- Appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to encounter pedestrians and to denote vehicle and pedestrian crossover areas. If they cannot reasonably be avoided traffic marshals will be in attendance.
- Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication
- Traffic marshals will assist all vehicles entering or leaving site by stopping traffic and ensuring a safe and smooth activity

An important part of safely segregating the public from construction traffic will be through the site induction process where the workforce will be briefed and during subcontractor meetings when the Supply Chain will be briefed. Regular updates will be carried out with the workforce through daily briefing sessions before starting work where any changes to the traffic system will be picked up. All construction vehicles and plant will be required to have white noise type sounders in conjunction with banksmen.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

At this stage detailed swept paths have not been commissioned as the proposed routes where indicated are suitable for heavy goods vehicles indicated.

Should this be required going forward to the next stage swept paths can be provided for the vehicles access and egress locations together with those noted along the proposed access routes to site.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed, and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Due to site constraints, we are not proposing the use of fixed wheel wash facility at the site exits; however, it is a minimum requirement of the contractor to manage vehicle access through site by use of hard standing/haul roads to provide vehicle cleaning that prevent transfer of mud, debris etc to the highway.

**ALL** vehicles leaving the site will require wheel washing throughout the duration of 'dirty works' below ground and as necessary.

A bunded vehicle jet wash area with any settlement tanks, will be provided to ensure that all vehicles are processed prior to re-entering the public highway. It is further proposed that lorry road sweepers will be employed to sweep the local access and egress roads including, Midland Road, Ossulston Street, Phoenix Road and Chalton Street.

The jet wash wheel cleaning area will be actively monitored by the traffic marshals to ensure that all

**21. Vehicle loading and unloading:** *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g., delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Not applicable – the proposals outline deliveries to be made within the site boundaries.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Not applicable – the proposals outline deliveries to be made within the site boundaries.



## Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

## 22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Refer to 1/350 scale phasing plans contained in response to Q 7.

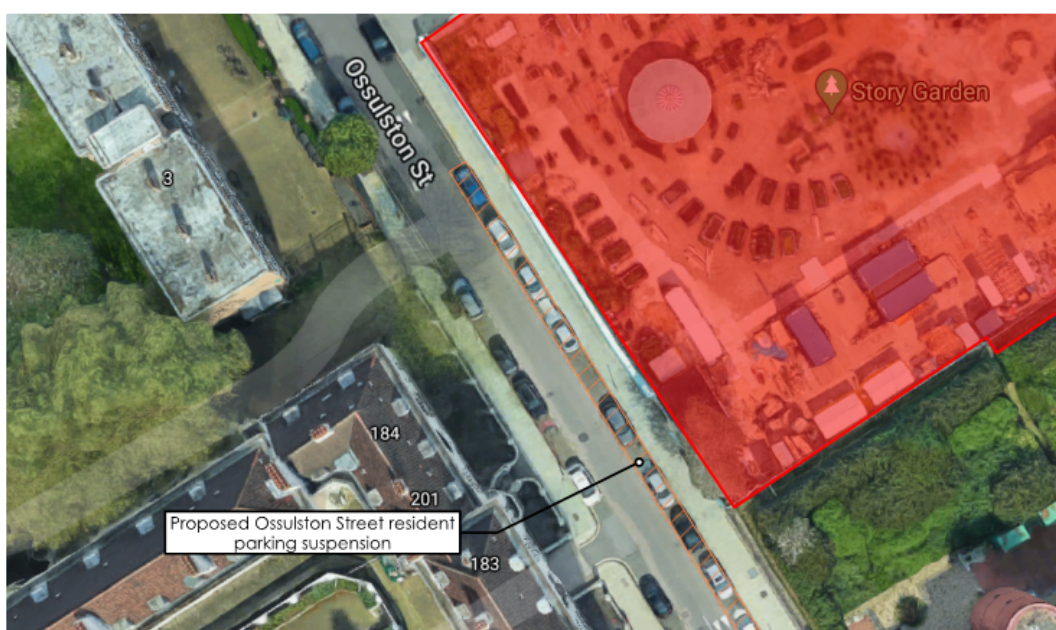
## 23. Parking Bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

- Midland Road  
Due to the access arrangements in this location, we are not proposing any temporary traffic orders or parking bay suspensions on Midland Road as part of the proposals.  
The only potential exception for this could be partial/full road closure for mobile crane to erect the first tower crane.
- Ossulston Street  
Whilst this route will be used by exception/agreement, to facilitate this it is envisaged that approximately 10 No resident parking bays located on the east (at the boundary with the site) will be required to be suspended at some stages of the works. It is not possible to accurately define the overall periods at this stage, but it is expected that they will need to be suspended for approximately 2 years.



## 24. Occupation of the public highway