John F Hunt Ltd

Museum Street

Traffic and Logistics Management Plan

1 Museum Street
WC1A 1JR

LONDON

Borough of Camden

John F Hunt Ltd

Document Control Sheet

Project Name:	Museum Street
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Revision	Date	Description	Prepared	Checked By
Issue 00	24/11/24	Initial Issue	Abdul Said	Dan Landers

Document Structure:
The Traffic and Logistics Management Plan is divided into the following sections:

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1.2: Site Context
1.3: Development Proposal
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1.0 Introduction

1.1 TLMP Objectives.

This Traffic and Logistic Management Plan for the Museum Street project is one of minimising the interface wherever possible between Public and Site traffic and reducing the number of deliveries where practicable including the staging of deliveries such that the volume of traffic is kept as even as possible avoiding peaks and controlling vehicular movements on the project.

Responsibility for Construction Traffic movement is that of the Project Manager who together with the Security team will:

a) Ensure that subcontractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries giving the required notices.

b) Prevent unauthorized contractors parking and congestion of traffic.

1.2 Site Context

Local authority:	London Borough of Camden
Site address:	Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street, London, WC1A 1JR
Site use / description:	John F Hunt Ltd has been appointed to carry out a full demolition to Selkirk House and 16A/B-18 West Central Street as well as localised demolition of 39-41 West Central Street. This will be in conjunction with the installation of necessary temporary works/systems
Client	Lab Selkirk House
Individual responsible for preparing TLMP	Abdul Said (Project Manager)
Individual responsible for approving TLMP	Dan Landers (Health and Safety Advisor)
Site Contact details (in hours)	Abdul Said - 07447416996
Site contact details (out of hours)	Glen Clark (JFH Managing Director) - 07795 301331 Irfan Quraishi (JFH Project Director) – 07891 464547 Abdul Said (JFH Project Manager) – 07447 416996
Hours of Operation:	08:00hrs to 18:00hrs Monday to Friday. Saturdays – 08:00hrs – 13:00hrs Sunday – No works
Nearby highways	The site is situated within the London Borough of Camden, bounded by New Oxford Street to the north, Museum Street to the east and High Holborn to the south.
Transport links	The Central Line tunnels are located to the north of the site under New Oxford Street, at approximately 20m below ground level.

1.3: Development Proposal

Summary of works

All work will be carried out in full compliance with current legislation and the Local Authority requirements.

This plan specifically relates to the demolition phase of the project and as such includes the flowing scope of works.

- Site establishment and set up including hoarding construction and Ramp Infill
- Pre-Demolition Audit
- Service Isolations/Disconnections
- Welfare Establishment
- The demolition activities comprise of the following:

West Central Street

- Demolition of 16a-18 West Central Street super-structure
- Removal of the basement slab, dis-used foundations and any redundant drainage
- Top of retaining walls reduced in level as required by the follow-on works
- Demolition of the rear extension to 11 Museum Street
- Local making good of retained masonry walls/facades following removal of floor and abutting masonry walls
- Temporary propping to Party Walls and basement retaining walls to ensure the temporary stability of the structure

Selkirk House

- Installation of movement control piles
- Demolition of the Selkirk House super-structure
- Demolition of the intermediate basement slabs and supporting structure
- Top of retaining walls reduced in level as required by the follow on works
- Excavation/breaking out of existing foundations for future foundations
- Concrete coring and pile probing for future pile installation
- Temporary propping to basement retaining walls to ensure the temporary stability of the structure
- Removal of redundant drainage
- Backfilling of existing petrol tank chamber and smoke vents

1.4: Traffic Regulation Orders

TRO Requested / required	Additional information
Not Applicable	Not Applicable

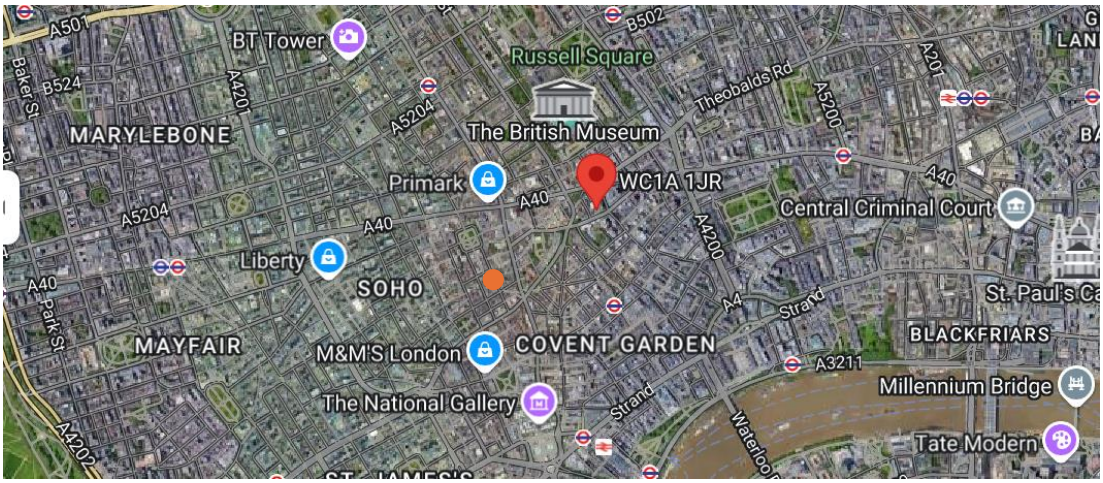
2.0: Context Considerations and Challenges:

2.1: Current situation on and around site

Site Location Plan

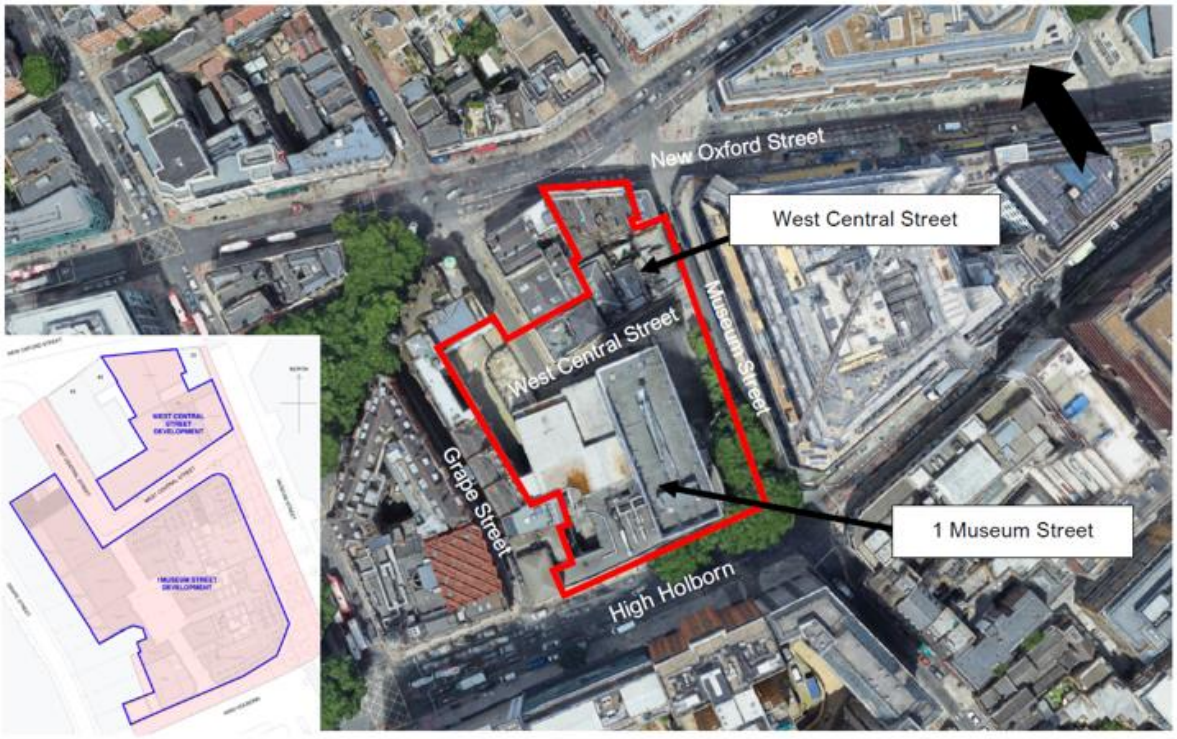
2.2: Site plans:

2.2.1: Regional Plan



2.2.2: Local Context Plan

2.2.3: Site Boundary Logistics Plan



Approximate site boundary marked in red. Image courtesy of Google.

Logistics Plan

2.3: Local access including highways, public transport, cycling and walking

2.3.1: Highways, Carriageways and Footpaths

Vehicles will access site from the east on High Holborn and will leave from site towards the east on Bloomsbury Way as per the swept path. Vehicles will not be “stacked” off site, they will be called to site on a “Just In Time” basis, via a pre booking system. If delays on site occur there is sufficient space in the pit line, on site to stack up to three vehicles. The footpath on West Central Street adjacent to Selkirk house will be shut during the demolition phase of Selkirk House, this will be re-opened upon completion. Sequentially, the other side of West Central Street adjacent to 16 to 18 WCS will be shut, this is to accommodate the demolition of 16a/b West Central Street. 1 footpath will always remains open at a time, and traffic marshals will be present at all times to ensure public safety.

2.3.2: Railway / Underground

The Elizabeth Line runs to the south of the site beneath High Holborn, at a depth of approximately 11m below ground level. The tunnel and exclusion zone is outside of the site footprint and is approximately 12m plan distance away from existing basement perimeter. The tunnel has a 7m diameter and is constructed from reinforced concrete. The Central Line tunnels are located to the north of the site under New Oxford Street, at approximately 20m below ground level.

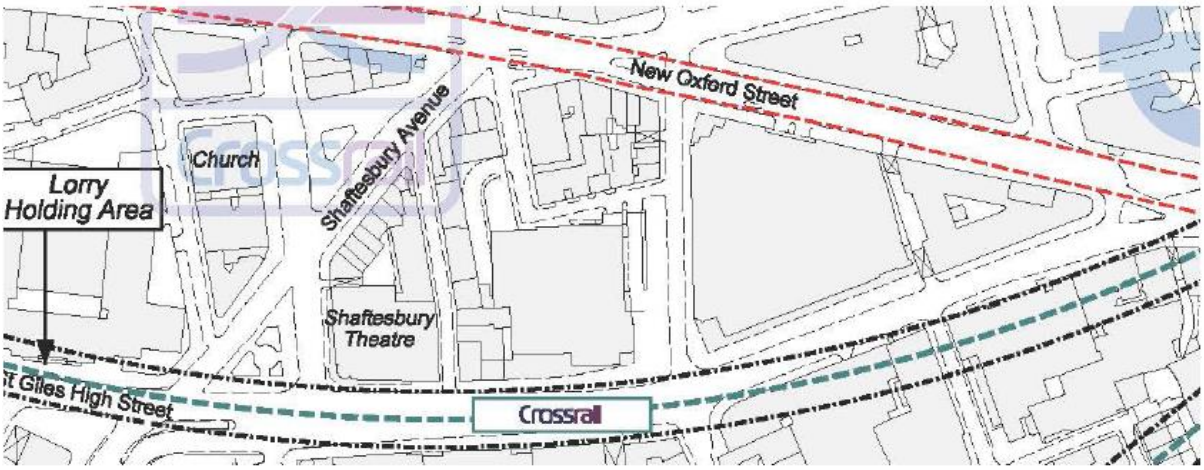
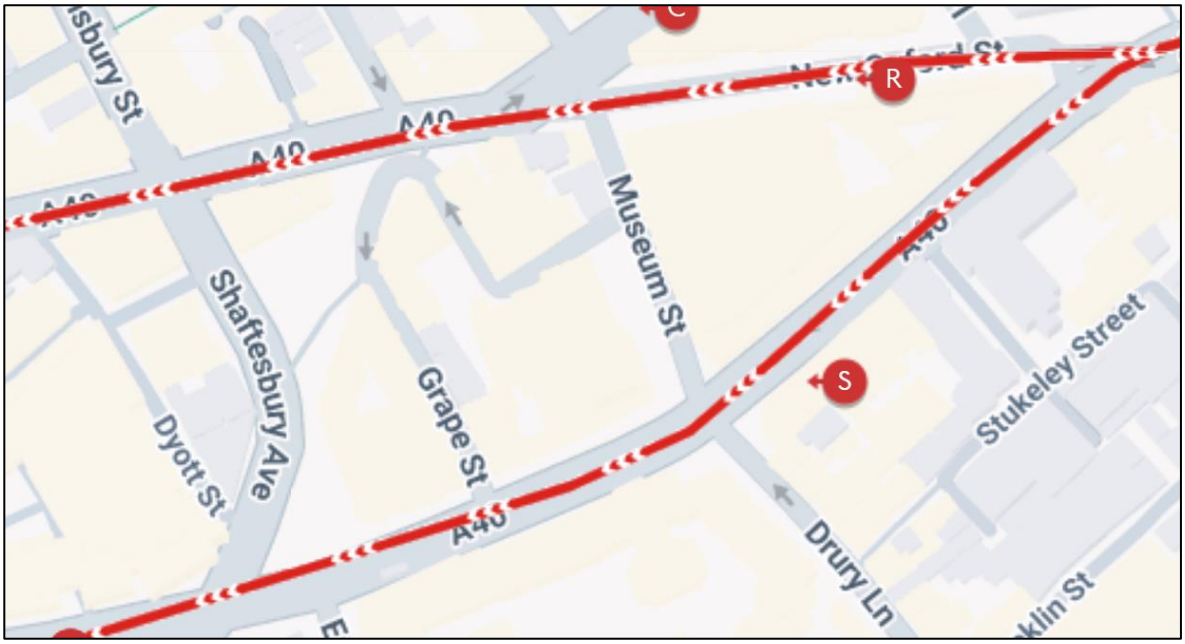


Image 8 - London Underground Ltd tunnels map

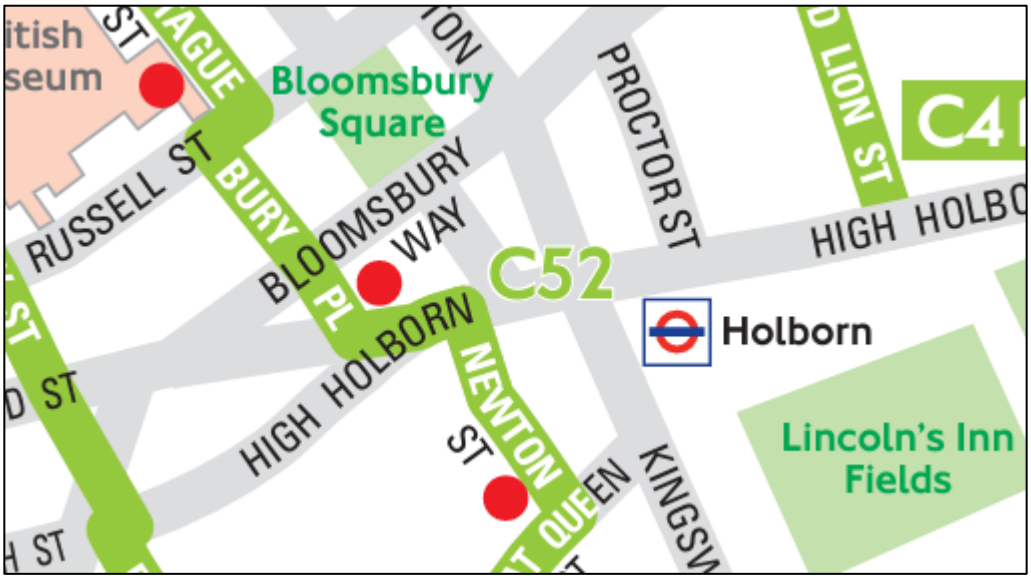
2.3.3: Bus Routes

Both High Holborn and New Oxford Street operates is a bus route, all vehicles will be planed as to not affect the bus routes. Planned road closures for the tower crane will not result in any diversions as the road planned to be closed will be West Central Street.



2.3.4: Cycling

There is a cycle route on High Holborn that turns into Grape Street, this does not affect the agreed traffic route as stipulated in the swept path. There is also a Santander Docking Station on High Holborn in front of the site, although this will be removed at a later stage, care and consideration will be taken during the movement of vehicles.



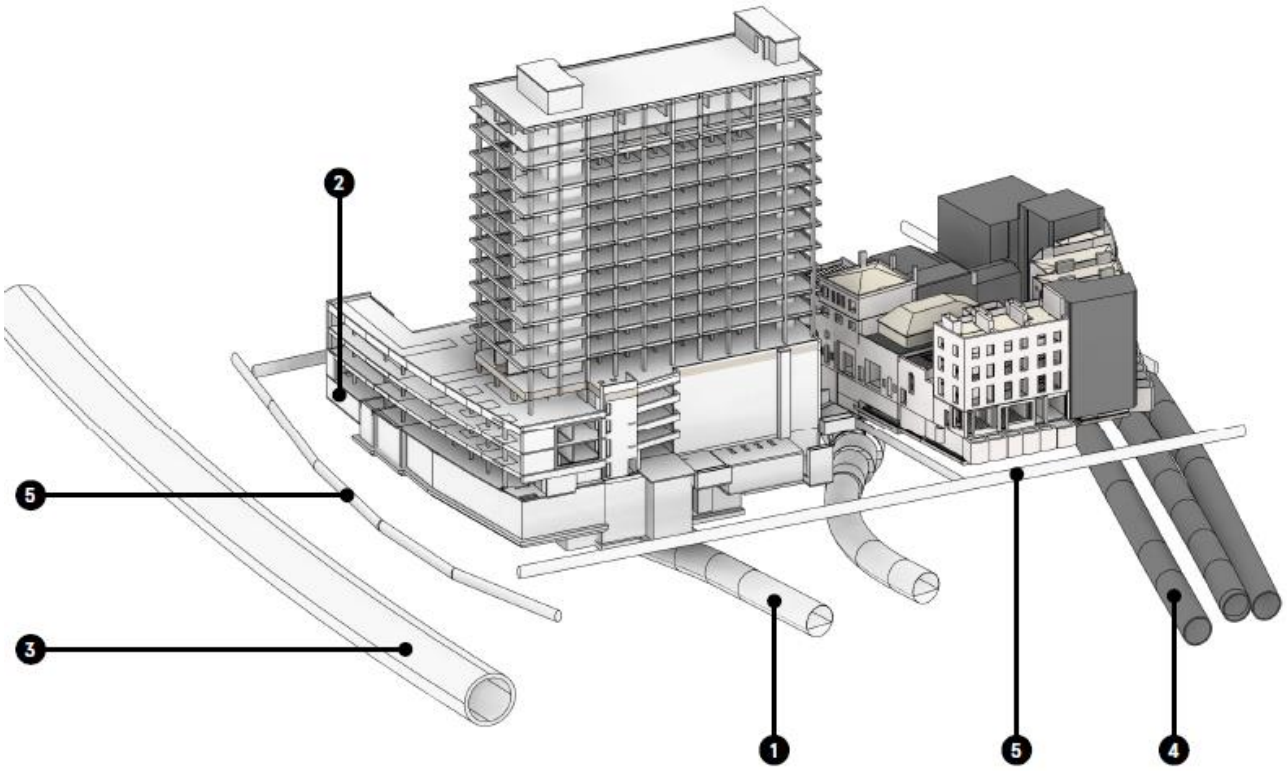
2.4: Considerations and Challenges

The Museum Street development is in Camden and like all sites will have its own unique issues and challenges. These have been fully considered below. Planned measures to mitigate any potential conflicts or challenges are discussed in section 5.

2.4.1: Local Policy

As the site sits in the Cumulative Impact Area, it will adhere to these policies and requirements it set out.

2.4.2: Nearby notable buildings / structures that require special attention
There are several Party Walls with adjacent buildings across both WCS and Selkirk House plots. The Party Wall Surveyor, GIA, have prepared a Third Party Obligations Report which sets out the Party Walls.



1. Royal Mail Group tunnels
2. UKPN substation
3. Transport for London (TfL) Elizabeth Line tunnels (Crossrail)
4. London Underground Ltd (LUL) Central Line tunnels
5. Thames Water (TW) sewers

Category (Offices, Residential Blocks etc.)	Sensitive Receptor / Land Use (Specific Location)
Residential	13 Grape Street
Commercial	35 to 37 New Oxford Street 17 Grape Street – Cuban Embassy 15 Grape Street - Dentist 11 Grape Street – Studios
Mixed Use	
Public Transport Infrastructure	

Any early / late deliveries (i.e., before 8am and after 6pm) will only be by agreement with the local authority and avoided where possible.

All vehicle movements will be planned, and all vehicles will be properly supervised by trained and competent traffic marshals located Museum Street and West Central Street. Vehicles will be escorted onto site only when safe to do so i.e., when pedestrians and other road vehicles have been safely stopped. Pedestrians will be stopped using physical scissor gates located either side of the West Central Street and Museum Street entrance, which will be pulled across the width of the footpath to ensure the safety

of footpath users. Road traffic will be stopped by traffic marshals using stop signs. Vehicles will be strictly controlled on Moorfields / Moor Lane and during planned crane visits.

2.4.3: Neighbouring schools

There are 2 no schools located within the area, St Joseph's Primary School is the nearest being located 0.2 miles away from site. It is not deemed that any of these are close enough to be impacted by the works given their proximity to site or traffic routes for deliveries to the project.

2.4.3. Neighbouring construction sites

There are neighbouring construction sites to the north, south and east of the development that are currently progressing towards completion. The project team will liaise with any sites that remain active at the time of these works to ensure that logistical arrangements including deliveries are coordinated.

Below is a list of all construction sites nearby:

Great Ormond Street Hospital , Great Ormond Street
Space House, Kemble Street, (nearly complete)
Tottenham Court Road , Junc Bayley Street
Tottenham Court Road , Junc Howland Street
British Museum , Some works to take place on Great Russell Street
100 Grays Inn Road jun Clerkenwell Road

2.4.4. Neighbouring Businesses and stakeholders

There are neighbouring businesses and stakeholders around the Museum Street Project. The Project team have engaged with each of the below to co-ordinate various aspects of the works which are to be carried out as part of the Project. JFH carried 3no of co-ordination meetings during the PCSA period, this was facilitated by the Construction Working Group (CWG) who work as body consisting of local residents and businesses who will be affected by our proposed works. All site logistics, plans, noisy works, and environmental issues were addressed and communicated in the meetings and further communications will follow.

3.0: Construction Program and methodology: (Demolition Management Plan).

The site will be serviced by two vehicular access point, this will be located on High Holborn from the east, turning right into Museum Street where the primary pitlane is located, the second pitlane is located on West Central Street where the vehicle will turn left from Museum Street into West Central Street. A singular pedestrian access will be used on West Central Street.

Site demolition works include mechanical and electrical disconnections, soft strip and floor by floor demolition to ground floor slab. Plant required for these works will include excavators and bobcats. Vehicles included in the works will be tipper lorries / artic for delivery of site plant / skip lorries and small delivery vehicles.

All lifting operations for this project will be undertaken within the site boundary located on the south of Selkirk House.

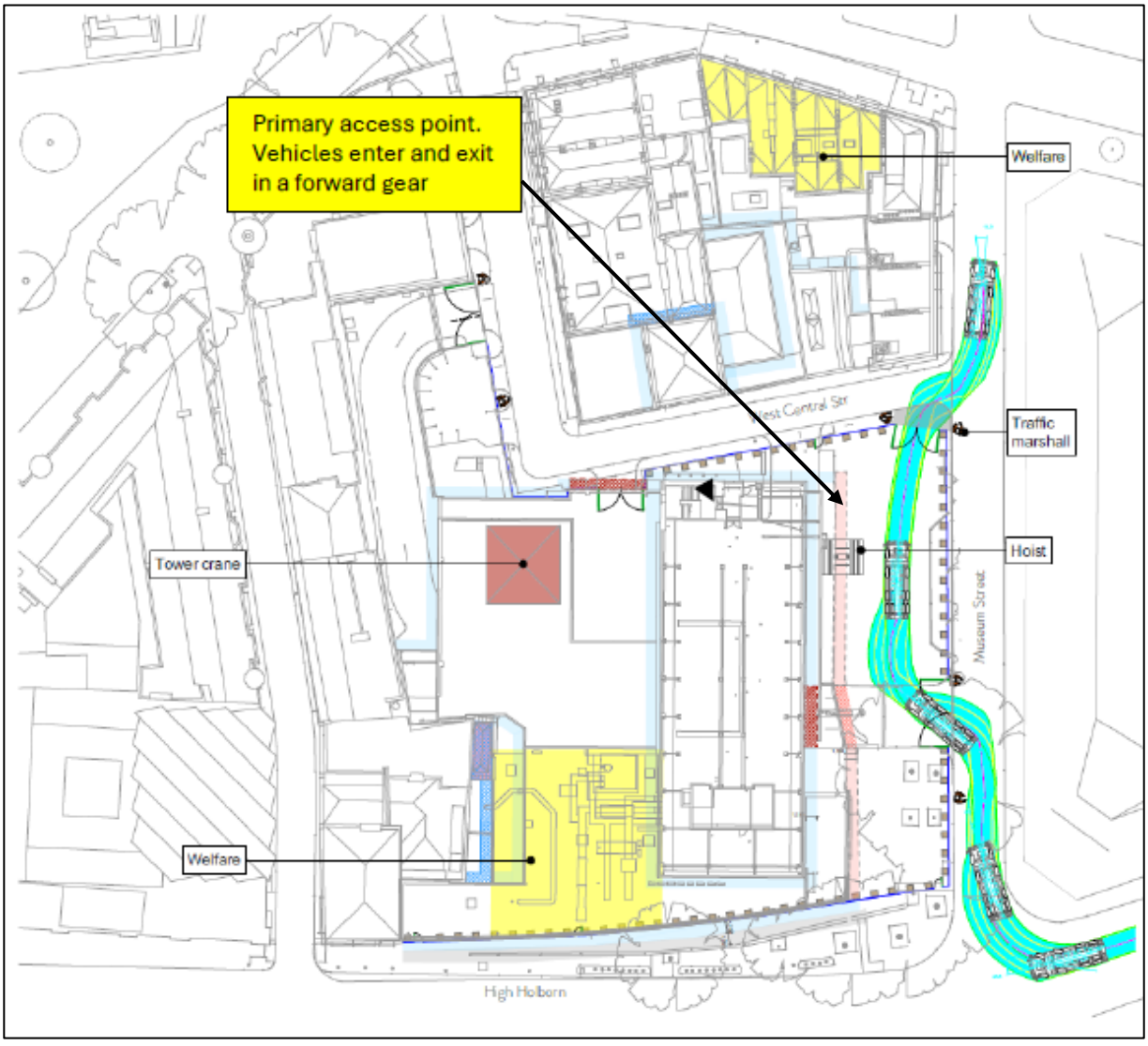
To service the demolition of Selkirk House and the structures north of West Central Street a tower crane will be required. The tower crane will be founded on a Kentledge base at basement level three on top of the existing pad foundations. Due to the amount of kentledge required and the limited number of working hours in the day, the crane base will be installed ahead of the crane itself working from West Central Street on a weekend road closure with a small mobile crane. The remainder of the crane will be installed from High Holborn on a second using a mobile crane with a luffing jib. The strike of the tower crane will then be undertaken in the reverse order.

3.1: Proposed Plant to be used during the works

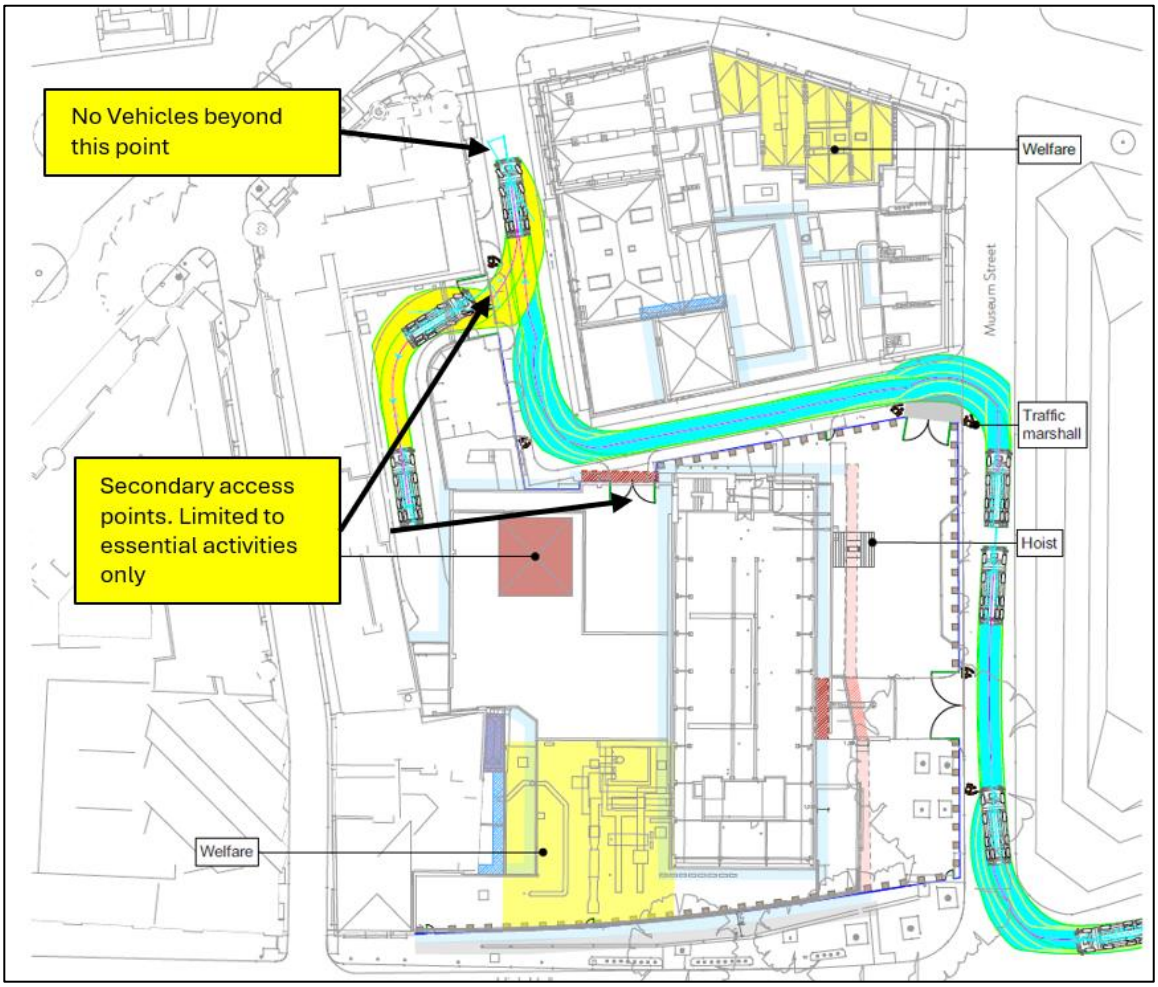
Type of Plant	No. of Plant	SWL [dB(A)]
Skid steer loaders	2	96
13t Excavator	1	100
5t Excavator	3	96
250T mobile crane	1	107
300kVA Silenced Generator	1	92.9

4.0: Vehicle Routing and Site Access:

Delivery vehicle access in, out and within the site will be controlled by the John F Hunt TM (Traffic Management) team. Where vehicles are required to reverse this will only be permitted in designated areas and under the direct supervision of a John F Hunt banksman / traffic marshal. Vehicles will access site from the east on High Holborn and will leave from site towards the east on Bloomsbury Way. Vehicles will not be "stacked" off site, they will be called to site on a "Just In Time" basis, via a pre booking system. If delays on site occur there is sufficient space in the pit line, on site to stack multiple vehicles. Vehicle limits and those that could serve the project have noted the flow of traffic demands from High Holborn and the constrained use of West Central Street together with the proximity of the project to the main junction with Tottenham Court Road. To this end whilst artic vehicles can be received from Museum Street the planning and timing of deliveries with those served by rigid 8-wheeler vehicles has been identified as a key consideration.



Primary Access Museum Street Pitlane



Secondary Access to WCS loading bay

4.1: **Primary Route Map from High Holborn to Bloomsbury Way via Museum Street**

- Vehicles will not use the Grape Street during the Demolition and Enabling Works Contract (DEWMC)
- Vehicles will access site from the east on High Holborn and will leave from site towards the east on Bloomsbury Way
- Vehicles will not be “stacked” off site, they will be called to site on a “Just In Time” basis, via a pre booking system. If delays on site occur there is sufficient space in the pit line, on site to stack multiple vehicles.

4.6: **Secondary Route Map from High Holborn to Bloomsbury Way via Museum Street arriving**

5.0: Strategies to reduce impacts:

Medium impact site planned measures checklist	Committed	Proposed	N/A
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programs	**X**		
Adherence to designated routes	**X**		
Delivery Scheduling	**X**		
Re-timing for out of peak deliveries	**X**		
Re-timing for out of hours deliveries		**X**	
Use of holding areas and vehicle call of areas			**X**
Use of logistics and consolidation centers			**X**
Measures to encourage sustainable freight			
Freight by water			**X**
Freight by rail			**X**
Material Procurement measures			
DfMA and off-site manufacture			**X**
Re-use of material on site		**X**	
Smart Procurement		**X**	
Other Measures			
Collaboration amongst other sites in area	**X**		
Implement staff travel plan	**X**		

Committed:
Indicates a measure that shall be implemented as part of the TLMP, secured by planning condition or, where applicable, through the Section 106 agreement. These measures shall be included in any tendering documents for the contract to build the development. If the developer's contractors do not comply with these requirements, it will be classified as a material breach of their contract and could lead to them being refused access to the site. It is the developer's responsibility to ensure their requirements are part of the main contractor and subcontractor contracts. The main contractor is responsible for ensuring that all sub-contractors conform to these contractual requirements.

Proposed:
Indicates a measure that is feasible and shall be studied further to determine its practicality. If a measure is not feasible, the TLMP must contain justification and evidence as to why it has been rejected. Proposed measures should be discussed with potential contractors during the procurement stage with a view to including them in the contract and agreeing to them in the Detailed TLMP.

5.1: Measures influencing construction vehicles and deliveries:

Safety and environmental standards and programs

John F Hunt being the main contractors and sub-contractors will at all times carry out the works in a safe and considerate manner with due regard to the public, adjoining properties, businesses, and road users. The proposed development will be registered under the Considerate Contractors Scheme.

Site will nominate the Site Logistics Manager as the appropriate member of staff with responsibility for the day-to-day organization and monitoring of site logistics.

Responsibilities attached to this role will include the supervision, controlling and monitoring of the pre-booked vehicles onto and off the site, including the allocation of the pre-booked time slots, only accepting deliveries with pre-booked time slots and the advance notification to those seeking access of the site of the time slots and other site access conditions. This will be a continued obligation put onto the site contractor.

Additionally, responsibilities attached to this role will include being the principal point of contact on site for all local groups and local residents, as well as implementing and managing the site TLMP.

Site Access

Access to site is via a Turnstile entry and no access will be granted to site until successful completion of a site-specific induction. This allows the site team to quickly track and report on labour levels daily. Pedestrian and vehicular access will be always segregated.

Adherence to designated routes

The orders issued to all subcontractors and suppliers will include detailed delivery instructions with regard to the full range of arrangements in terms of accessing the site. These instructions will provide details in relation to routing, permitted arrival / departure times and the corresponding allocated slot, as well as any additional instructions for 'special' loads. These instructions will form part of the e-mail confirmation(s) issued no less than 48 hours in advance. In the event the designated route is affected by unforeseen circumstances such as road traffic accident, road works/closures etc. the driver should follow the designated diversion routes until they can re-join the original designated route. Any local route changes within the vicinity of the site will be communicated to all delivery companies prior to their timed delivery day.

Delivery scheduling

There will be a stringent pre-booking system to support the construction traffic management for the site, such that no construction vehicles will be permitted to access the site without having first being confirmed with an arrival slot by site management and formally notified of the route to both access and then exit the site.

Notification of the pre-booked time slot will be provided to Site Management no less than 48 hours in advance by the Project Manager, by means of an e-mail confirmation and follow-up telephone call; the e-mail confirmation will have attached to it a copy of the corresponding routing directional plan. These duplicate confirmations to sub-contractors and/or delivery companies will provide notification of the full conditions of access for the construction site and a series of instructions, which will include the route that the vehicle will have to take to and from the site, the access gate to use, notification of the presence of marshals, corresponding explicit instruction for vehicles not to mount kerbs along the routes and an appropriate contact number for the operative to reconfirm in advance on the day that there are no issues with regard to the routing strategy and/or any other conditions / restrictions of the TLMP. There will be constant mobile communication between the drivers and the site's transport management personnel to ensure that the routing strategy is adhered to.

Re-timing for out of peak deliveries

In terms of vehicle movements either to or from the site these will be programmed not to arrive at or depart from the site either prior to 08:00 or following 16:00 hours of the site on that day. These hours are put forward in the first instance to ensure that the potential conflict between site traffic and general peak hour traffic in the local area is avoided as much as is practicable.

There will be exceptional circumstances when vehicles may have to access the site prior to 08:00, such as early-start crane operations, or after 16:00, such as late deliveries to allow an early-start on site the following day. Such movements will be kept to an absolute minimum with the frequency recorded as part of the monitoring of the plan to ensure general compliance and with prior approval of the Camden Council and local residents informed.

Whilst it is acknowledged that the start time of the period of the restricted hours in terms of general vehicular access does not conflict with any restrictions imposed by the local authority, it is considered that with the appropriate management of vehicle arrivals and departures and the liaison with nearby key traffic attractors the restricted hours of general vehicular access put forward will be acceptable and manageable.

The suggested start hour for vehicular activity is also informed through discussions with contractors, which have identified that on busy construction sites such as this having a period of longer than 30 minutes for set-up after site opening leads to inefficiencies and 'dead-time' as either incoming materials are awaited, or outgoing materials have to be stored.

Additionally, contractors have identified that general vehicular activity is exceptionally limited after 16:00, though with an occasional delivery periodically, because a later arrival and then departure at the site would make it difficult for the vehicle to reach its final destination (such as a waste facility for outgoing material) prior to the end facility closing for the day.

There will be a stringent pre-booking system to support the construction traffic management for the site, such that no construction vehicles will be permitted to access the site without having first being confirmed with an arrival slot, including those limited vehicles outside of the preferred window.

Vehicles will be banned from the site if they do not adhere to the above rules.

Re-timing for out of hours deliveries

The following deliveries will be required out of hours.

1. Delivery of heavy plant.
2. Crane arrival and departure.

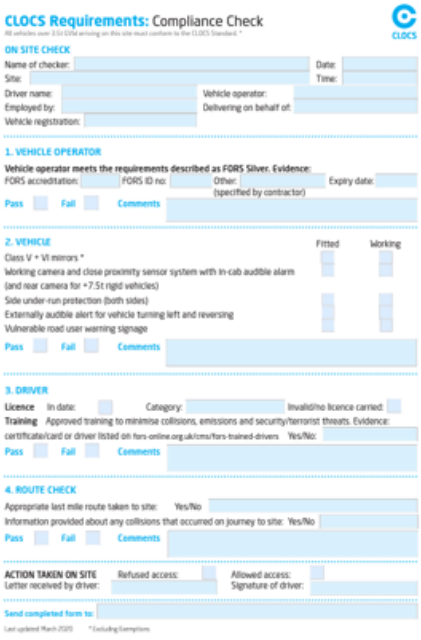
Fleet Operator Recognition Scheme (FORS) membership

The project has set a minimum FORS Silver accreditation standard for all vehicles delivering to the project with the Supplier actively working towards achieving a Gold standard. The contract requirements are:

• To achieve and maintain FORS Silver level membership (if an operator does not already have this level of membership, they have 90 days to achieve this following commencement on site). Failure to comply within the given timeframe, will result in suspension from site for the operator.

CLOCS standard (Construction Logistics and Community Safety)

The site also expects all vehicles to be CLOCS compliant with the necessary additional safety features fitted to all HGVs 3.5t G.V.W. and above required to protect vulnerable road users (as shown below). All contractors are expected to adopt the CLOCS standard. CLOCS encourages wider adoption of best practice across the construction logistics industry through taking best in class examples, developing a common national Standard and embedding a new cultural norm. Below are examples of CLOCS compliance sheet and non-conformance report. CLOCS checks will be carried out on all vehicles.



CLOCS Requirements: Compliance Check

ON SITE CHECK

Name of checker: Date:
Site: Time:
Driver name: Vehicle operator:
Employed by: Delivering on behalf of:
Vehicle registration:

1. VEHICLE OPERATOR

Vehicle operator meets the requirements described as FORS Silver. Evidence:
FORS accreditation: FORS ID no: Other: (specified by contractor) Expiry date:
Pass Fail Comments

2. VEHICLE

Fitted Working
Class V + VI mirrors *
Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles)
Side under-run protection (both sides)
Externally audible alert for vehicle turning left and reversing
Vulnerable road user warning signage
Pass Fail Comments

3. DRIVER

Licence In date: Category: Invalid/no licence carried:
Training Approved training to minimise collisions, emissions and security/terrorist threats. Evidence: certificate/card or driver listed on fors-online.org.uk/cms/fors-trained-drivers Yes/No:
Pass Fail Comments

4. ROUTE CHECK

Appropriate last mile route taken to site: Yes/No
Information provided about any collisions that occurred on journey to site: Yes/No
Pass Fail Comments

ACTION TAKEN ON SITE Refused access: Allowed access:
Letter received by driver: Signature of driver:

Send completed form to:

Last updated March 2020 * Excluding Exemptions

CLOCS Requirements
Non-Conformance Report

Follow up action

Name: Department: Date:

Actions taken

Action	Satisfactory Response	Notes and actions
Letter /email to supplier Addressed to:	Yes / No	
Meeting with supplier Present:	Yes / No	
Commercial action via contract Other follow up actions:	Yes / No	

Approval and closure

		Note/comment
Has root cause been identified?	Yes / No	
Have preventative measures been put in place?	Yes / No	

Closed: Date: Approved by:

Send completed form to:

Where vehicles/drivers are found to be non-compliant, you are encouraged to notify the relevant accrediting body directly, e.g. for FORS accredited operators, email compliance@fors-online.org.uk

Use of holding and vehicle call off areas.

The site has limited storage areas, and the local streets are already congested so it is important that vehicles arrive on a just in time basis. The site has been unsuccessful in finding a suitable nearby facility for a touch and go holding area where vehicles check in, before being sent onto the site.

Use of logistics and consolidation centres
No logistics consolidation centres are proposed for this project.

Safety of Cyclists

To further improve cycle safety contractors must provide safety equipment for HGVs over 3.5 tonnes.
All vehicles being used in association with the construction contract must:

- Have side guards fitted, unless it can be demonstrated to the reasonable satisfaction of the developer/client that the lorry will not perform the function, for which it was built, if side guards are fitted.
- Have a proximity warning system (to address the blind spot close to and around the passenger door) fitted comprising:
- A front-mounted, rear-facing CCTV camera with in-cab live feed from the camera or, where Council's approval has been obtained, a Fresnel Lens (where this provides a reliable alternative to the CCTV camera), and a Close Proximity Sensor.
- Audible means of warning other road users of the Lorry's imminent left manoeuvre fitted.
- Have a Class VI Mirror (this is a front mounted wide view mirror that helps provide a view of the blindspot situated at the front of the driver's cab).
- Provide prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.
- white noise reversing alarms will be used on vehicles reversing from Moorfields onto site.

5.1.1 Measures to encourage sustainable freight

Freight by Water

N/A, due to accessibility and method of removal of demolition arisings.

Freight by Rail

N/A, due to location of site.

5.1.2 Material procurement measures

DfMA and off-site manufacture

N/A

Re-use of material on site

John F Hunt will coordinate with client and structural engineer to review potential reuse of demolition arisings where possible.

Smart procurement

Procurement of suppliers is an often overlooked means by which the number of vehicle movements associated with a development can be reduced. It is important to select a supplier who can, via their approach to logistics, help minimize the number of vehicle movements. Environmental benefit may be derived through their sourcing of materials, location of their freight delivery infrastructure, willingness to collaborate with other suppliers or use of alternative delivery modes.

This will be predominantly applicable throughout the construction stage of the project as demolition works vehicle movements will mainly be associated with the removal of demolition arisings.

As far as practicable the project management team will seek to consolidate materials brought to site through effective procurement planning.

5.1.3 Other Measures

Implement a staff travel plan

A staff travel plan will be detailed and implemented on site. This will be shared with all site operatives ahead of their work commencing on site. The document will be produced in final version once the operatives/teams have been confirmed.

Cycle parking will be available on site to promote this method of transport to the workforce. The project will engage with London Cycle Campaign to ensure cycle safety and communicate any areas to improve.

Public transport routes to and from the site are detailed within this document.

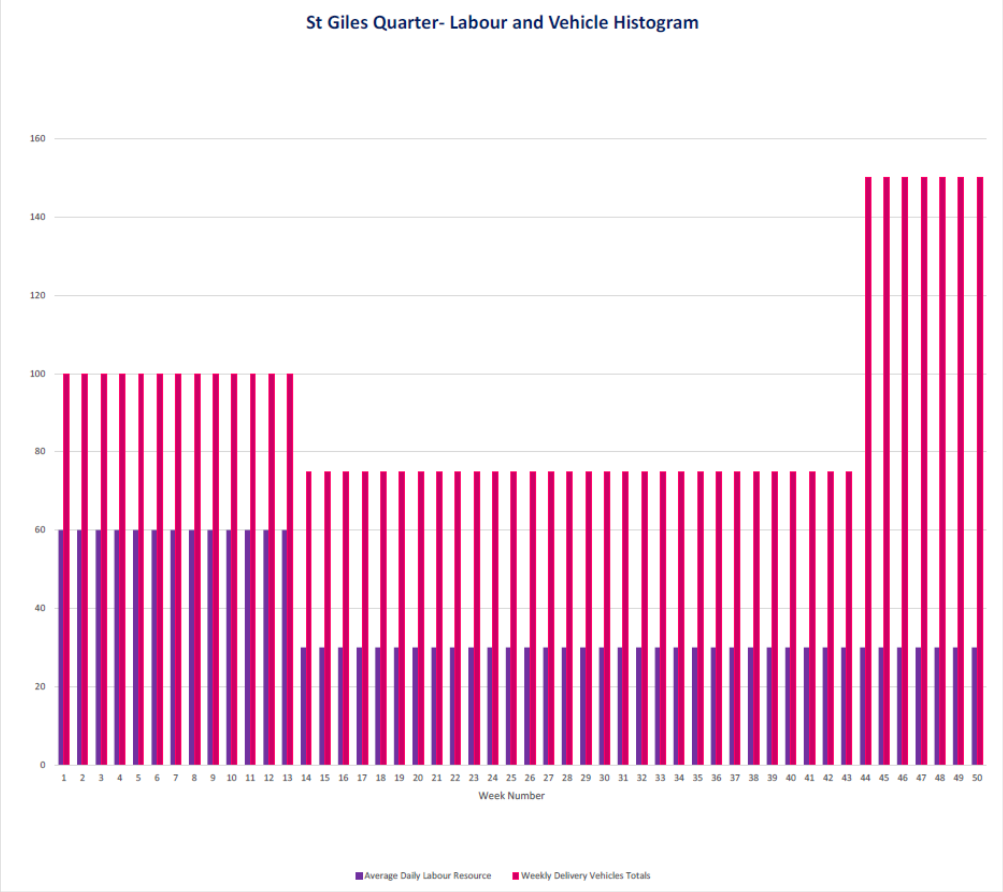
Site parking will only be available for work vans and with prior agreement with site management. This will be limited owing to the small number of parking spaces available on site.

6.0: Estimated vehicle movements

6.1 Vehicle and Labour Histogram

To confirm our proposed programme and to ensure we are not overloading the existing highway networks we have undertaken the below vehicle movement analysis.

	Week No.	Average Daily Labour Resource	Weekly Delivery Vehicles Totals	Daily Average Vehicles	Delivery Vehicles per Hour
Demolition	1	60	100	18.2	1.8
	2	60	100	20.0	2.0
	3	60	100	20.0	2.0
	4	60	100	20.0	2.0
	5	60	100	20.0	2.0
	6	60	100	20.0	2.0
	7	60	100	20.0	2.0
	8	60	100	20.0	2.0
	9	60	100	20.0	2.0
	10	60	100	20.0	2.0
	11	60	100	20.0	2.0
	12	60	100	20.0	2.0
	13	60	100	20.0	2.0
	14	30	75	15.0	1.5
	15	30	75	15.0	1.5
	16	30	75	15.0	1.5
	17	30	75	15.0	1.5
	18	30	75	15.0	1.5
	19	30	75	15.0	1.5
	20	30	75	15.0	1.5
	21	30	75	15.0	1.5
	22	30	75	15.0	1.5
	23	30	75	15.0	1.5
	24	30	75	15.0	1.5
	25	30	75	15.0	1.5
	26	30	75	15.0	1.5
	27	30	75	15.0	1.5
	28	30	75	15.0	1.5
	29	30	75	15.0	1.5
	30	30	75	15.0	1.5
	31	30	75	15.0	1.5
	32	30	75	15.0	1.5
	33	30	75	15.0	1.5
	34	30	75	15.0	1.5
	35	30	75	15.0	1.5
	36	30	75	15.0	1.5
	37	30	75	15.0	1.5
	38	30	75	15.0	1.5
	39	30	75	15.0	1.5
	40	30	75	15.0	1.5
	41	30	75	15.0	1.5
	42	30	75	15.0	1.5
	43	30	75	15.0	1.5
	44	30	150	30.0	3.0
	45	30	150	30.0	3.0
	46	30	150	30.0	3.0
	47	30	150	30.0	3.0
	48	30	150	30.0	3.0
	49	30	150	30.0	3.0
	50	30	150	30.0	3.0



7.0 Implementing, monitoring, and updating:

The monitoring and reviewing of the TLMP will be the responsibility of the Site Logistics Manager who will report to the local authority any significant changes coming forward as a result of the periodic monitoring and review of the TLMP.

The site representative will be the Project Manager who also will deal with queries from the public, in conjunction with the corresponding representative of the specialist public relations team. These nominated individuals will be named at the site entrance, each with a contact number, and will be identified to the local authority and local groups prior to the start of site activities and also whenever a change of personnel occurs.

There will be regular and proactive liaison involving these representatives, envisaged to be monthly with the local authority and regularly with other third parties/local residents as appropriate on construction environmental and traffic management issues throughout the duration of the works.

Given the planned duration of the full programme of demolition works, this TLMP is a ‘live’ document which will be regularly reviewed and updated to allow full and current consideration of any necessary changes to the planned works programme and of any comments and/or issues raised by interested parties (such as borough representatives, local bodies, and local residents).

By being a ‘live’ document, this ensures also that there is sufficient flexibility throughout the works to sustain good and considerate working practices and allows for the information known at this stage to be further developed and appropriately detailed in subsequent versions of this TLMP as the construction program moves progressively through the different construction stages.