

MINUTES

Meeting Title: 100 Avenue Road (Theatre Square) & CS11 Coordination Meeting

Attendees: Chris Hambridge (TfL), Dominic Hollen (TfL), Peter Carroll (TfL), Grayham Tindal (TfL), Joanna Ho (TfL), Ray Crawford (KIER), Barry Coltrini (EL), Camilla Lesser (EL), George Daugherty (PBA), Stephanie Yu (PBA)

Apologies:

Date of Meeting: 19th March 2018, 2.30pm

Job Number: 42437/5501

| Item | Subject | Actions |
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| CMP | | |
| 1. | The updated CMP was issued to LB Camden on Friday 16 th March. Copy to be issued to TfL. | PBA |
| Trees | | |
| 2. | An arboricultural report is required to demonstrate how tree roots in the soil compaction zone will be protected. This should include detailed drawings of the measures required (e.g. bridging, pavement reinforcement, pinned steel/ rubber sheeting) and a method statement describing how it will be constructed. A plan showing the extent of the soil compaction zone based on updated vehicle swept path analysis should be included. | EL |
| 3. | Trial pits to understand the extent and location of tree roots are required if any construction is proposed within the root protection zone. A trial hole location plan to be prepared if necessary. | EL |
| 4. | A hoarding around the trunk of the tree may be required and this should be assessed and recommendations given by the aforementioned report. | EL |
| Bus Stop and Pit Lane | | |
| 5. | The layout and forecast operation of the proposed relocation of Bus Stop D and Pit Lane is described in the PBA technical note no.02. This includes an assessment of how each would operate and was produced to support a request by EL to TfL for an 'agreement in principle' to both the Bus Stop and Pit Lane. | |
| 6. | To support the evidence required for an 'agreement in principle', a meeting with TfL Buses is to be arranged. Attendees to be confirmed by Graham Stump but provisionally to include Andrew George, Chris Hambridge, Michael Barrett, Kieran Hutley. | PBA |



MINUTES

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|---------------------|---|-----------|
| 7. | The proposed layout for Bus Stop D and Pit Lane (including root protection works) will also be subject to a Road Safety Audit. Pedestrian movements near the Pit Lane and across the site access will need to be carefully managed during this 3-year construction programme. A method statement for how this would be achieved should form part of the Road Safety Audit submission. | EL |
| 8. | Detailed design drawings to be prepared for the Bus Stop and Pit Lane and issued to KIER. These should include full construction details and include any utility diversion or protection works required. Trail holes are required to assess the type and depth of utility services potentially affected by construction of the Pit Lane and Bus Stop. These could be undertaken by KIER if agreement with EL can be reached. | EL/ KIER |
| CS11 Update | | |
| 9. | TfL confirmed that an extension of the construction period from 3 years to 5 years would be unacceptable given the ongoing impacts to the CS11 scheme. | |
| CS11 Phasing | | |
| 10. | Based on current TM phasing plans, the relocated Bus Stop D is constructed in Phase 5.2 which is currently programmed to start on 15.03.19. There are possible benefits to both KEIR and EL to bring these works forward into Phase 1.7 and 2.1 programmed for mid-October. This would allow KIER to fully construct the bus stop without laying temporary kerbs/ footway in Phase 1.7 and for EL an earlier use of the Pit Lane could allow demolition works to be brought forward to reduce any overlap with the completed CS11 scheme. | |
| 11. | Earlier construction of the relocated Bus Stop D is currently not possible because of the location of the temporary pedestrian crossing on Avenue Road. See 'conflict point' on attached sketch. Phase 1.7 currently has the crossing linked to the existing central island just north of the Swiss Cottage pub. There was a suggestion that the section of crossing on Avenue Road could be moved further south (Option 1 on attached sketch) or potentially utilising a central island (Option 2) to reduce pedestrian crossing distances. Review the location of temporary crossing on Avenue Road in Phase 1.7 and from this, confirm if the relocated Bus Stop D can be implemented earlier than the current proposal in Phase 5.1. This may require traffic modelling of the revised TM phase to understand local highway impacts but TfL/ KEIR to confirm. | TfL/ KIER |
| 12. | Phases 2.1 and 5.1 are proposed to commence in the same time in the CS11 programme. | |
| 13. | Full set of CS11 drawings (including construction phasing) required to allow the EL proposals to be overlaid. Once the overlay has been produced, discussion to be held over works to be taken out of the KIER scope of works with TfL and placed into the KIER scope of works with EL. KIER to provide the latest TM plans in AutoCAD and seek agreement from TfL to issue the CS11 design in the same format. | EL/ KIER |



MINUTES

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|-------------------------------------|---|-----------|
| 14. | KIER to investigate an alternative construction method for the proposed CS11 pedestrian crossing on Avenue Road which would be more compatible with construction vehicle routing. This alternative construction could use sunken kerb lines in concrete rather than granite sets. | KIER/ TfL |
| Agreement between TfL and EL | | |
| 15. | That this should be a developer-led S278. One S278 will suffice to implement temporary works and then make good at end of construction. Money for both sets of works will be placed in Escrow. | EL/ TfL |
| AOB | | |
| 16. | Further consideration needs to be given to the enforcement of the Bus Lane Traffic Management Orders when used by construction vehicles accessing the Pit Lane. | TfL/ EL |
| 17. | Site plan to be produced showing potential location for KIER CS11 site work cabins. Possible location identified directly outside the entrance to 100 Avenue Road near the steps. | EL/ KIER |
| 18. | EL is seeking an agreement in principle from TfL to the layout of the relocated Bus Stop D and Pit Lane. | TfL |



