

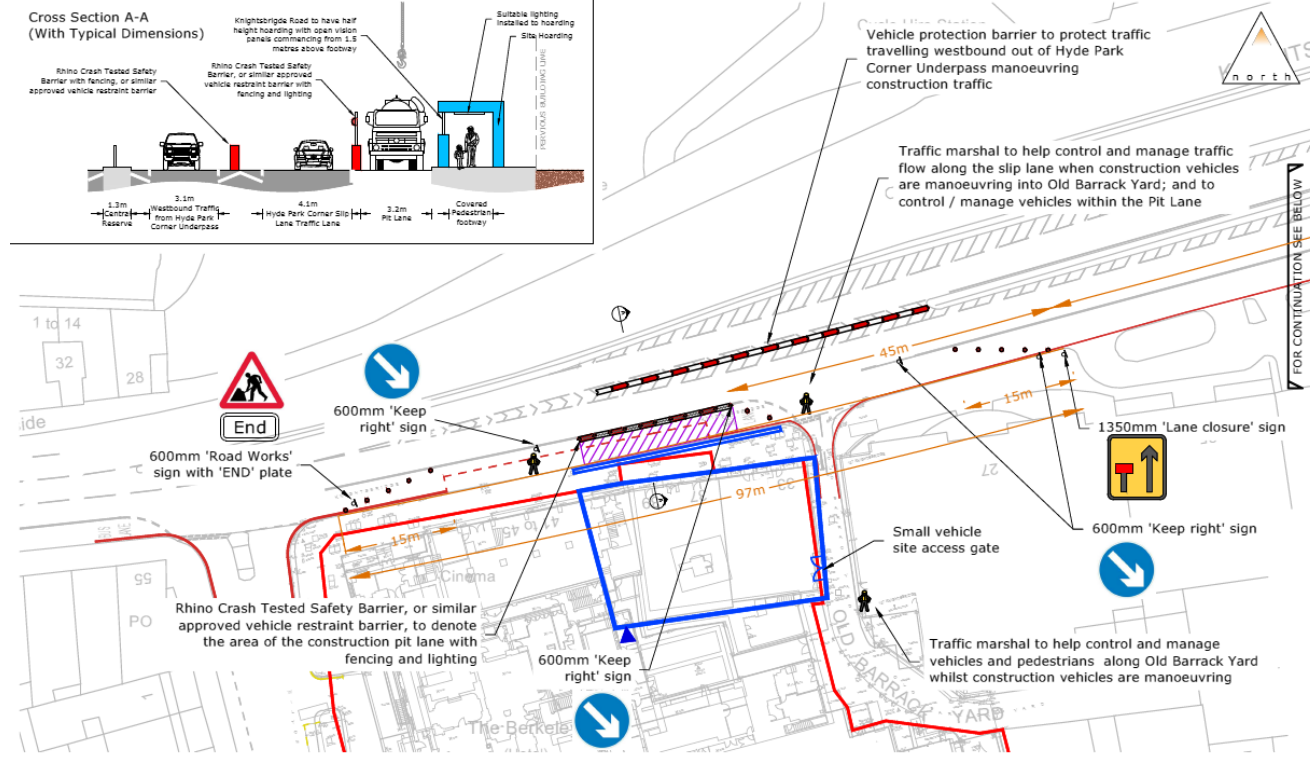
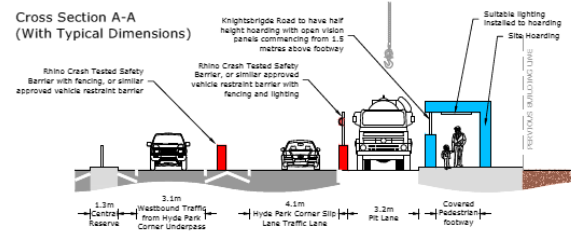
33-39 Knightsbridge

Community Liaison Group meeting #11 minutes

Date & time		Location
Tuesday 15 th January 2019, 6.45pm		Wilton Room, The Berkeley
Attendees		Project team present
Frances Blois - Chair (Knightsbridge Association) Sara Oliver (Belgravia Society) Charles Oliver (Belgravia Society) Alain Lloyd Smith (Parkside residents) Peter Hutchinson (HMC representing NFU) Greg Tytherleigh (Metrus) Chas Foulds (resident) James Wright (Belgravia Residents Association) John Pollard (resident) Carol Seymour-Newton (Knightsbridge Association)		Knut Wylde (The Berkeley) Nigel Glenn (Rainey & Best) Anthony Walsh (Keltbray) Jacob Parsons (Keltbray) Sam Griffiths (Four Communications) Apologies Declan Mulkeen (Keltbray) Dr Richard Wolman (Wilton Residents' Association)
Item	Minutes	Actions
1. Introductions	Frances Blois, Chairing the meeting, welcomed attendees, and then each attendee introduced themselves in turn.	-
2. Old Barrack Yard arrangements	Frances Blois handed over to Anthony Walsh of Keltbray, the contactors that are currently working on the 33-39 Knightsbridge site. Anthony Walsh showed attendees a diagram of the existing traffic management arrangements for Old Barrack Yard. A number of problems are caused in part by our construction vehicles entering	-

	<p>via Wilton Place and leaving via Knightsbridge, which causes them to encounter other vehicles in Old Barrack Yard. Nobody is happy with the current arrangements, including the project team, and that was made clear at the December CLG meeting. The project team have sat down with key stakeholders to work out new arrangements, but we need the consent of residents for it to work.</p> <p>Our proposals are to change the traffic flow in Old Barrack Yard so traffic only flows one-way, south, during working hours. That would mean entrance from Knightsbridge and exit via Wilton Place. We propose putting this arrangement in place for a one month trial, to see if it is an improvement on existing arrangements.</p> <p>This proposed arrangement would be a temporary fix until Transport for London (TfL) issue a decision on our application to create a temporary gantry and allow for lorries to load and unload on site. We hope that TfL will grant us permission for this very soon, which would mean the above proposal is no longer needed. Approval from TfL mean vehicles for the 33-39 site would no longer come down Old Barrack Yard, thus reducing construction traffic on this road by over 50%. So our top priority is to get TfL's consent.</p> <p>Keltbray will increase the number of traffic marshalls at the north end of Old Barrack Yard if this comes into force. The hoarding will shortly be moved about two metres closer to the site on Old Barrack Yard, creating more space. We are aware that there has been some damage to paving stones at the north end of Old Barrack Yard, causing trip hazards. We hope to repair this soon, but want to do so without closing the footpath.</p> <p>In the future when the superstructure work commences, we will no longer be able to use the one site pitlane. So vehicles will likely revert to using the bus lane on Knightsbridge. This will not happen for around another year, and a different contractor will be on site by then. There will also be much less vehicles needed than during the excavation. These proposals will be presented to a CLG meeting in more detail nearer the time.</p> <p>Anthony Walsh asked attendees whether there was a general consensus that the trail be attempted. The majority of attendees agreed it should be attempted, as the current situation is not acceptable.</p>	
3. Recently completed works	A suspended steel gantry has been built to the north of the site, to assist with the bulk excavation which is currently underway. The vehicle plant gantry has also been constructed, which will allow	-

	<p>vehicles to use the site for loading and unloading. Excavation is currently taking place underneath the gantry. Temporary retaining walls have also been installed on the north and eastern walls of the site.</p> <p>The bus lane bordering the site is being used for low volume concrete pours, which are transported on to the site via a liftable skip. The pit lane on Knightsbridge has, and will continue to be, setup and dismantled each day,</p> <p>The 20 tonne excavator that was on site has now been removed.</p>	
4. Upcoming works/programme	<p>The key upcoming works on site are:</p> <ul style="list-style-type: none"> • Continuing construction of temporary concrete retaining wall along the west, north and east elevations • Continuing bulk excavation and muck away in layers throughout site • Construction of footpath crossover slabs for next phase of traffic management to site • Construction of sewer heading for new sewer connection in northwest corner of site under Knightsbridge Road • Completion of plant gantry along Knightsbridge Road and Old Barracks Yard • Construction of perimeter concrete beam on top of secant piles • Construction of level 1 basement slab in reinforced concrete 	-
5. Traffic management	<p>Keltbray showed attendees phase 1 of the traffic management plan, which is currently in operation:</p>	-



Attendees were then shown the traffic plan for phase 2 of the works, which is dependent on approval from TfL:

	<p>Cross Section A-A (With Typical Dimensions)</p> <p>Knightsbridge Road to have hair height hoarding with open vision panels commencing from 1.5 metres above footway</p> <p>Suitable lighting installed to hoarding</p> <p>Rhino Crash Tested Safety Barrier with fencing, or similar approved vehicle restraint barrier</p> <p>Rhino Crash Tested Safety Barrier, or similar approved vehicle restraint barrier with fencing and lighting</p> <p>1.3m Reserve</p> <p>3.1m Westbound Traffic from Hyde Park Corner Underpass</p> <p>4.1m Hyde Park Corner Slip Lane Traffic Lane</p> <p>3.2m Pit Lane</p> <p>Covered Pedestrian Footway</p> <p>Vehicle protection barrier to protect traffic travelling westbound out of Hyde Park Corner Underpass manoeuvring construction traffic</p> <p>Traffic marshal to help control and manage traffic flow along the slip lane when construction vehicles are manoeuvring into Old Barrack Yard; and to control / manage vehicles within the Pit Lane</p> <p>Double red lines</p> <p>600mm 'Keep right' sign</p> <p>600mm 'Road Works' sign with 'END' plate</p> <p>Rhino Crash Tested Safety Barrier, or similar approved vehicle restraint barrier, to denote the area of the construction pit lane with fencing and lighting</p> <p>600mm 'Keep right' sign</p> <p>1350mm 'Lane closure' sign</p> <p>600mm 'Keep right' sign</p> <p>Traffic marshals to help control and manage vehicles and pedestrians along Old Barrack Yard whilst construction vehicles are manoeuvring</p> <p>FOR CONTINUATION SEE ABOVE FOR CONTINUATION SEE BELOW</p>	
<p>6. Questions</p>	<p>Proposals for Old Barrack Yard</p> <p>Q: Where do you see vehicles stopping in your proposed arrangement?</p> <p>A: Vehicles are not able to completely leave Old Barrack Yard at present. The hoarding will be moved back around two metres, to increase their turning circle.</p> <p>Q: How long will each vehicle be waiting there whilst it is loaded?</p> <p>A: Between 15 and 20 minutes for each vehicle.</p> <p>Q: What will happen if an emergency vehicle needs to access Old Barrack Yard whilst a construction vehicle is loading/unloading?</p> <p>A: If this happens then the construction vehicle will be moved immediately, and drive south out of</p>	<p>-</p>

Old Barrack Yard.

Q: This appears to me to be different from the recent agreement between The Berkeley, NFU and Grosvenor. I thought the agreement would separate construction vehicles from all other traffic using Old Barrack Yard.

A: This is a short term fix only, you are right that is our long term goal. We hope approval from TfL will allow us to achieve that.

Q: Our agreements with the Hotel say we don't have the right to access Old Barrack yard via Wilton Place.

A: This agreement would give you that right.

Q: How long will this agreement last?

A: We are proposing a one month trial, after which we will evaluate its effectiveness.

Q: Will the loading bay and car park entrance for 27 Knightsbridge still be accessible under these proposals? We have a disabled person who arrives by car each day.

A: No, probably not, as there is not enough space for vehicles to turn in when going south. We will make arrangements in the case of disabled access to ensure access to the car park.

Q: So your vehicles will stop on Old Barrack Yard?

A: Yes, whilst loading and unloading.

Q: Could you use smaller vehicles instead?

A: Our programme is based on using larger vehicles, smaller vehicles would delay that. Regardless, that would not help the fact that the TfL permission has taken a long time to obtain.

Q: How will Old Barrack Yard residents be informed of the proposals?

A: A letter will be sent to residents in advance.

Q: Will you cancel the proposal if it does not work?

A: Yes, if the feedback is negative after a month.

Q: Has WCC highways been informed of this?

A: The road is a red route in control of TfL, not WCC.

Q: Will the four traffic marshals on Old Barrack Yard stay in place under this agreement?

A: Yes.

Q: What will be the next stage if this solution works?

A: If successful, we could continue the one way arrangement we have a decision from TfL.

Q: If the TfL application is approved, will it take pressure off of Old Barrack Yard?

A: Yes, vehicle traffic will decrease by more than 50%.

Q: How many deliveries a day will there be under the proposal?

A: About 20 a day, taking place across the day.

Q: So Old Barrack Yard will be blocked for 8 hours a day?

A: Yes, but we hope that TfL will approve the crossovers soon.

Q: I think I don't think what you are proposing will work very well. We need to work out an agreement to separate traffic, but this is very different to that.

A: This is a temporary trial only. If it is worse than the existing situation, then it will stop.

Q: Will we be notified as soon as the TfL decision is made?

A: Yes, Four Communications will email the mailing list.

General questions

Q: Is the crane on site in position already?

A: Yes it is.

Q: We need to lobby TfL to speed up a decision on the application. How could this be done?

A: We would be very grateful for any pressure that residents or ward councillors could put on TfL.

Q: Can you circulate the contact details for TfL and the application number in the minutes?

A: The contact at TFL is **NAME, EMAIL, TEL**. The application number is **XXXX**.

	<p>Q: Is there any slippage in the overall original programme, due to the delay with TfL?</p> <p>A: Yes, the programme has been pushed back by about six weeks.</p>	
7. Date of next meeting	<p>It was agreed that the next CLG meeting should take place in around a month, once the one way arrangement is in place and can be evaluated.</p> <p>Four Communications later confirmed the meeting to take place on Tuesday 26th February, starting at 6.30pm, at The Berkeley.</p>	-
8. AOB	<p>Useful contacts:</p> <p>Community Liaison - Sam Griffiths, Four Communications 020 3697 4325</p> <p>Traffic/Old Barrack Yard delivery issues - Hotel Reception 020 7235 6000</p>	-