

Croydon Growth Zone

CLP Guidance Document

Outline of Mandatory and Suggested Measures

July 2018

Mandatory

The following conditions will be required in any CLP submitted for the Croydon Growth Zone. Failure to include these items in a CLP will result in the document being rejected. Further detail regarding each of the items is available upon request:

- *Restricted Delivery Times* – No site traffic shall deliver to site or arrive in proximity to the site (ie travel within and near the Town Centre) between the following times; 0730-0930, 1600-1830 with the exception of concrete deliveries, which shall be arranged with LBC.
- *Delivery Specific Legal Agreement* – The developer will commit to entering into a Delivery Specific Legal Agreement (please request this as a separate document) with London Borough of Croydon governing construction delivery traffic on restricted roads where LBC has indicated this is necessary.
- *Town Centre Routes* – Within the town centre area LBC has deployed a number of direction signs specifically for Growth Zone traffic, these will direct traffic to each site with unique routing. Developers will commit to instructing their vehicles to follow these routes precisely.
- *Holding Areas* – Where it is anticipated that the number of potential vehicles arriving will exceed the sites storage capacity within the boundaries of the development, the developer will commit to the use of holding areas to avoid vehicles waiting on the public highway or circulating on holding routes.
- *Growth Zone Navigation App* – LBC is developing a navigation and communications app which will direct vehicles via approved access routes as well as highlight the location of other sites and holding area, with appropriate diversions where necessary. Developers and their subcontractors will be required to use this app in journeys to and from site once it is released. The developer will make a commitment in the CLP to the use of this app.
- *Crossovers and Highways*– Any and all access to site by vehicles will be made via vehicle crossover. If a crossover does not exist then the developer should contact LBC to arrange for the construction of a crossover rated for construction vehicle traffic and any other related access measures. These, and measures to return the carriageway to either its previous state or an agreed upon future state will be paid for by the developer. Developers will also undertake a photographic survey of the highway and footway adjacent and leading to their site, extent to be agreed with LBC and lodge digital copies of these images with LBC before the start of works. These images will form the basis of assessment of any highway damage at the conclusion of works, which shall then be made good by the developer. Failure to do so will result in all highway defects adjacent to the site being attributed to the site traffic and operation.
- *Site Access Monitoring* – Developers to agree and contribute to the installation of a monitoring CCTV camera covering the site access and surrounding road to be administered by LBC. Camera to be used for enforcement, security and evidence collection. Alternatively, developers to agree to install CCTV on their site which shall include cameras of an agreed specification monitoring all site vehicle access and egress points. The data from these cameras is to be retained for at least 2 weeks after the time of recording and is to be made available in full to LBC officers upon request and in good time or LBC provided with live-feed access.
- *Twitter* – LBC has developed the @CroydonGZ account which will be used to highlight various highways issues (delays, diversions, unexpected incidents, model behaviours etc) quickly and efficiently to all sites. Each developer should undertake to create their own identifiable account and follow the above account to receive and react to such alerts. This will also allow for quick response from the LBC team to short questions.
- *FORS* – All developers will commit to site traffic meeting at least the FORS Silver standard.
- *Utility Co-ordination* – Developers are to commit to co-operation with LBC-led utility co-ordination initiatives aimed at bringing in utility connections with the minimum possible disruption to the traffic network. This will require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be arranged. Particularly, developers should commit to bringing utility connections up to site in a single co-ordinated set of works, with final connection then to be made at will.

Suggested

The following conditions have been identified as useful to developers and are supported by LBC. These measures offer cost savings and mitigation against some of the mandatory restrictions. Due to the positive impact on the local area of these measures adoption of them is encouraged, but is not mandatory. Further detail regarding each of the items is available upon request:

- *Power banks* – Developers are strongly encouraged to utilise power bank systems to supplement and at times take over from the use of diesel generators on-site. This will also allow for a reduction in the size/capacity of generators specified for on-site use, leading to savings in cost, noise, pollution and residents' complaints.
- *Paid-for Holding areas* – Developers are encouraged to work with LBC to identify bespoke holding areas in proximity to their sites above and beyond the general holding areas already in place. These further holding areas will require developer contribution but will be exclusively for that sites use.
- *TAD I-am* – Developers are encouraged to adopt this system of electronic security and monitoring for items of plant to improve health and safety as well as reduce pollution and operating costs on-site.
- *Hub and Cluster* – To reduce the numbers of vehicles, pollution and congestion on the road and to save developer costs in driver time, money, fuel etc charged for, developers are encouraged to adopt the LBC's 'Hub and Cluster' system for the removal and delivery of aggregates and concrete waste, consolidating these materials either on-site or at a local centre as opposed to journeys to and from remote locations.
- *Early Doors Delivery* – In order to mitigate the effects of the restricted delivery hours on construction sites, developers are encouraged to engage with LBC regarding an 'early doors' arrangement wherein both parties will work with the local community to establish agreements whereby deliveries may be made early in the morning prior to the start of the AM traffic peak period. These vehicles will then remain in/near the site in question ready for the start of works on site. Likewise, arrangements for after-hours delivery can be made.