HAMMERSMITH TEMPORARY RIVER FERRY - DETAILED CONSTRUCTION LOGISTICS PLAN

Document Status	For Issue	Revision	1

Revision Number	1	Date	11/06/2021

Revised to satisfy requirements of TFL DCLP Guidance 2017

	Name	Signed	Date
Written by	**P Day** **Project Manager** **(onsite contact and logistics liaison)**		**31/05/21**
Email	**paulday@marineandcivil.co.uk**		
Address	**Marine and Civil Services, 495 Green Lanes, Palmers Green, London N13 4BS**		
Telephone	**07940 300 574**		
Approved by			
Email			
Address			
Telephone			

1. Introduction

UBTC have been appointed for the construction and operation of the Hammersmith Temporary River Crossing Project on both sides of the River Thames in the London Borough of Hammersmith & Fulham and London Borough of Richmond upon Thames. UBTC will retain responsibly for the project construction logistics as well as the Detailed Construction & Logistics Plan from planning to construction phase.

Objectives

The Construction Logistic Plan aims to provide a management strategy and execution plan for both the offsite traffic management and on-site coordination of daily logistical requirements.
This includes our proposals to minimise disruption to the general public (vehicles, cyclists and pedestrians) caused by construction activities, to ensure the safety of all road users. It considers the arrangements to be set in place for the planning of traffic issues and identifies control measures to be implemented.

In accordance with TfL's "Construction Logistics Plan Guidance" for developers, this plan is a detailed CLP produced to provide the planning authority with the detail of the logistics activity expected during the construction phase of the project.

Site Context

The work sites are located in on the north and south ends of the Hammersmith Bridge within the London Borough of Hammersmith & Fulham and London Borough of Richmond upon Thames the sites occupy areas of the River Thames foreshore and riverbank.
North Site Address: Thames Path off Queen Caroline Street adjacent to Hammersmith Bridge, London. W6 9RT
South Site Address: Thames Path off Castlenau/Riverview Gardens, Hammersmith Bridge, London. SW13 9EA

During construction, the number of operatives / staff attending site on a daily basis will be minimal. Total persons in one day accessing / working from landside are expected to peak at 10. As such the impact on the surrounding area shall be low.

Development Proposal

The development works comprise the following:
Due to the Hammersmith Bridge closing to the public, an alternative route is to be constructed, made available and utilised whilst the Hammersmith bridge is undergoing essential maintenance works. UBTC are the Principal Contractor supported by Red7Marine (R7M) who will be responsible for the on-site installation of the marine infrastructure for the ferry terminal. The works will comprise of two mooring pontoons, linked back to the shore by access brows on the south, and pontoon walkways on the north.
The project construction phase will consist of the following key activities:

- Pre-works Bathymetric and UXO magnetometer survey via boat.
- Installation of pedestrian diversion routes.
- Probing of pile locations via multi-cat, plough seabed where required.
- Mobilise landside welfare facilities and slipway access.
- Mobilise piling barge to north pier.
- Commence piling operations on north pier route using excavator (utilised as a piling gate) located on beach and barge.
- Install north pier head pontoon with berthing piles.
- Install EZ floats from north-shore slipway to north pontoon.
- Re-locate piling barge to the south, install south pier head pontoon with berthing piles.
- Complete construction of Southshore bankseat.
- Install the remaining south and north access brows (gangways) to the pontoons.
- De-mobilise marine equipment.
- Arrange berthing pontoon services back to landside.
- Commission ferry service.

CLP Structure

Contents

2. Context, Considerations and Challenges

Policy Context

This Detailed CLP has been produced in accordance with the following relevant policies:-

- The London Plan 2021 (Consolidated 2015) makes specific reference to CLP's as a way of making more efficient use of the road network. Chapter 6 of The London Plan encourages developers to submit CLP's and consider freight. CLP's should also refer to the site's Travel Plan, which will include measures to encourage construction staff to travel to work sustainably.
- The Mayor's Transport Strategy 2018 promotes the adoption of CLP's that recognise efficiency, environmental and safety benefits.
- The London Freight Plan 2008. CLP's are one of the key parts of TfL's London Freight Plan, which aims to increase sustainable freight transport within the Capital.

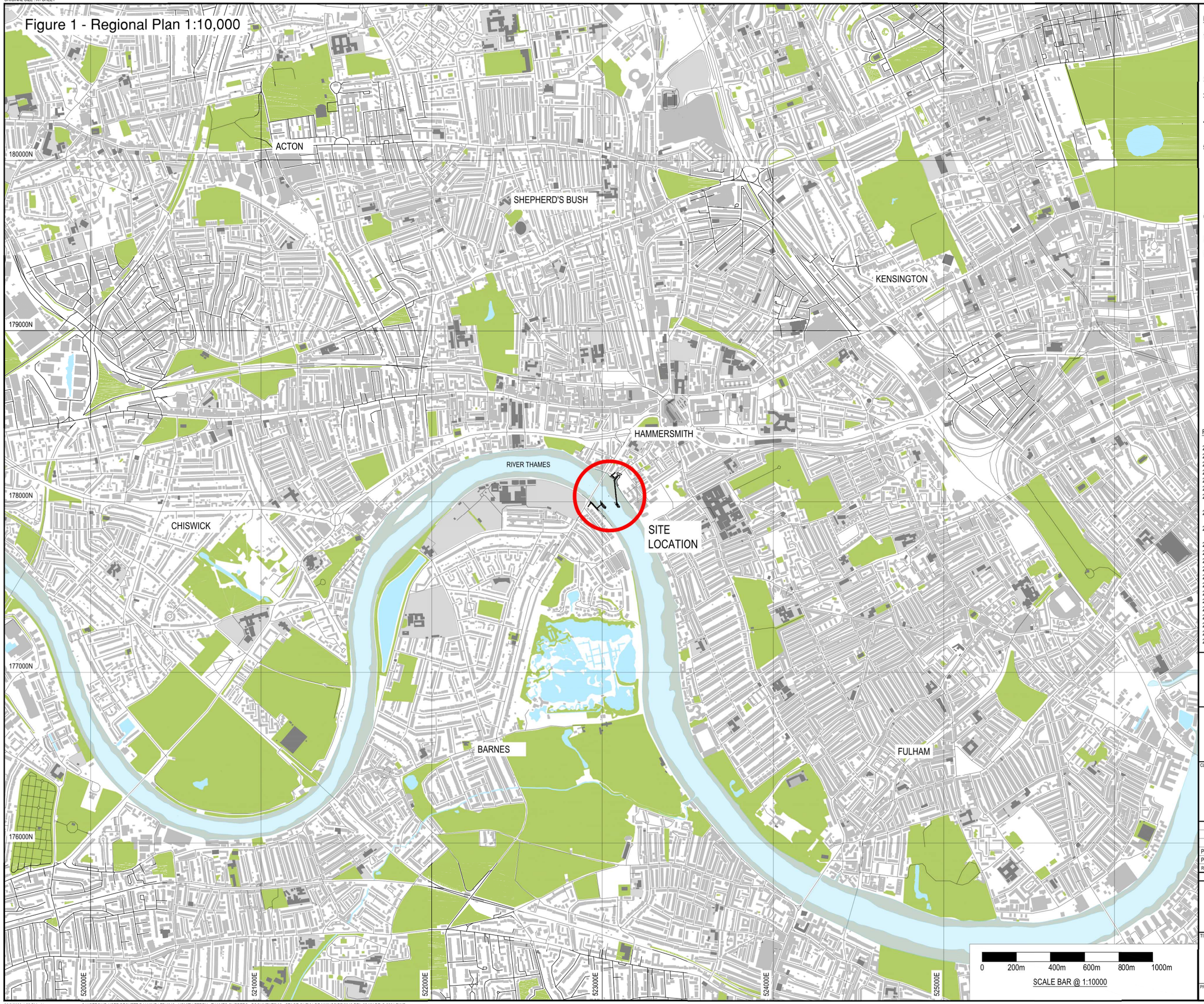
- The London Low Emissions Zone 2008 is a scheme that aims to improve air quality in the City by setting and enforcing new emissions standards for HGV's, large vans and minibuses, and deterring the use of the most polluting vehicles by freight operators.

Context Maps

The following maps show the area around the development site. Figure 1 shows a regional plan with the location of the site in the context of greater London and the road network. Figure 2 shows the location of the site in relation to the surrounding local area. Figure 3 shows the site boundary plan.

ORIGINAL SIZE : A1 SHEET

Figure 1 - Regional Plan 1:10,000



NOTES :

1. DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED. ALL DIMENSIONS HAVE BEEN ESTIMATED FROM AVAILABLE INFORMATION.
2. ALL COORDINATES ARE IN METRES TO THE OSGB36 GRID SYSTEM.
3. OFFICIAL ISSUES OF THIS DRAWING ARE IN PAPER OR PDF FORMAT ONLY. DWG FORMAT FILES ARE FOR REFERENCE ONLY.
4. THE DESIGN PRESENTED IS CONCEPT LEVEL, FOR DISCUSSION ONLY AND SUBJECT TO CHANGE.
5. TIDE LEVELS

HAT	+4.72mOD = +6.40mCD
MHWS	+4.12mOD = +5.80mCD
MHWN	+3.02mOD = +4.70mCD
MLWN	-0.98mOD = +0.70mCD
MLWS	-1.38mOD = +0.30mCD
LAT	-1.68mOD = 0.00mCD

6. TIDE LEVELS IN CHART DATUM WHICH IS 1.68m BELOW ORDNANCE DATUM.
7. TIDE DATA TAKEN FROM PLA T106 TABLES.
8. DEPTHS ARE IN METRES BELOW CHART DATUM, WHICH IS APPROXIMATELY THE LEVEL OF THE LOWEST ASTRONOMICAL TIDE.

REFERENCE DRAWINGS:

2048-BRL-02-XX-DR-C-3001	KEY PLAN
2048-BRL-02-XX-DR-C-3003	PROPOSED BLOCK PLAN
2048-BRL-02-XX-DR-C-3101	HAMMERSMITH PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3102	HAMMERSMITH PIER - EXISTING ELEVATION
2048-BRL-02-XX-DR-C-3103	HAMMERSMITH PIER - PROPOSED ELEVATION
2048-BRL-02-XX-DR-C-3104	HAMMERSMITH PIER - EXISTING RIVER SECTION
2048-BRL-02-XX-DR-C-3105	HAMMERSMITH PIER - PROPOSED RIVER SECTION - MHWS
2048-BRL-02-XX-DR-C-3106	HAMMERSMITH PIER - PROPOSED RIVER SECTION - MLWS
2048-BRL-02-XX-DR-C-3107	HAMMERSMITH PIER - PROPOSED LANDSIDE SECTION
2048-BRL-02-XX-DR-C-3120	HAMMERSMITH PIER - PONTOON LAYOUT
2048-BRL-02-XX-DR-C-3131	HAMMERSMITH PIER - PROPOSED BED LEVELLING PLAN
2048-BRL-02-XX-DR-C-3200	BARNES PIER - EXISTING GA
2048-BRL-02-XX-DR-C-3201	BARNES PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3202	BARNES PIER - EXISTING ELEVATION
2048-BRL-02-XX-DR-C-3203	BARNES PIER - PROPOSED ELEVATION
2048-BRL-02-XX-DR-C-3204	BARNES PIER - EXISTING RIVER SECTION
2048-BRL-02-XX-DR-C-3205	BARNES PIER - PROPOSED RIVER SECTION
2048-BRL-02-XX-DR-C-3206	BARNES PIER - EXISTING TOW PATH SECTION
2048-BRL-02-XX-DR-C-3207	BARNES PIER - PROPOSED TOW PATH SECTION
2048-BRL-02-XX-DR-C-3208	BARNES PIER - EXISTING HIGHWAY ACCESS SECTION
2048-BRL-02-XX-DR-C-3209	BARNES PIER - PROPOSED HIGHWAY ACCESS SECTION
2048-BRL-02-XX-DR-C-3220	BARNES PIER - PONTOON LAYOUT

Transport for London

CLIENT

Uber Boat by thames clippers

REV	DATE	DRN	DoChk	EngChk	APP	DESCRIPTION
P02	11.05.21	MS	OM	HP	TKHB	ISSUED FOR APPROVAL
P01	10.05.21	MS	OM	HP	TKHB	ISSUED FOR APPROVAL

REVISION

BECKETT RANKINE
Marine Consulting Engineers

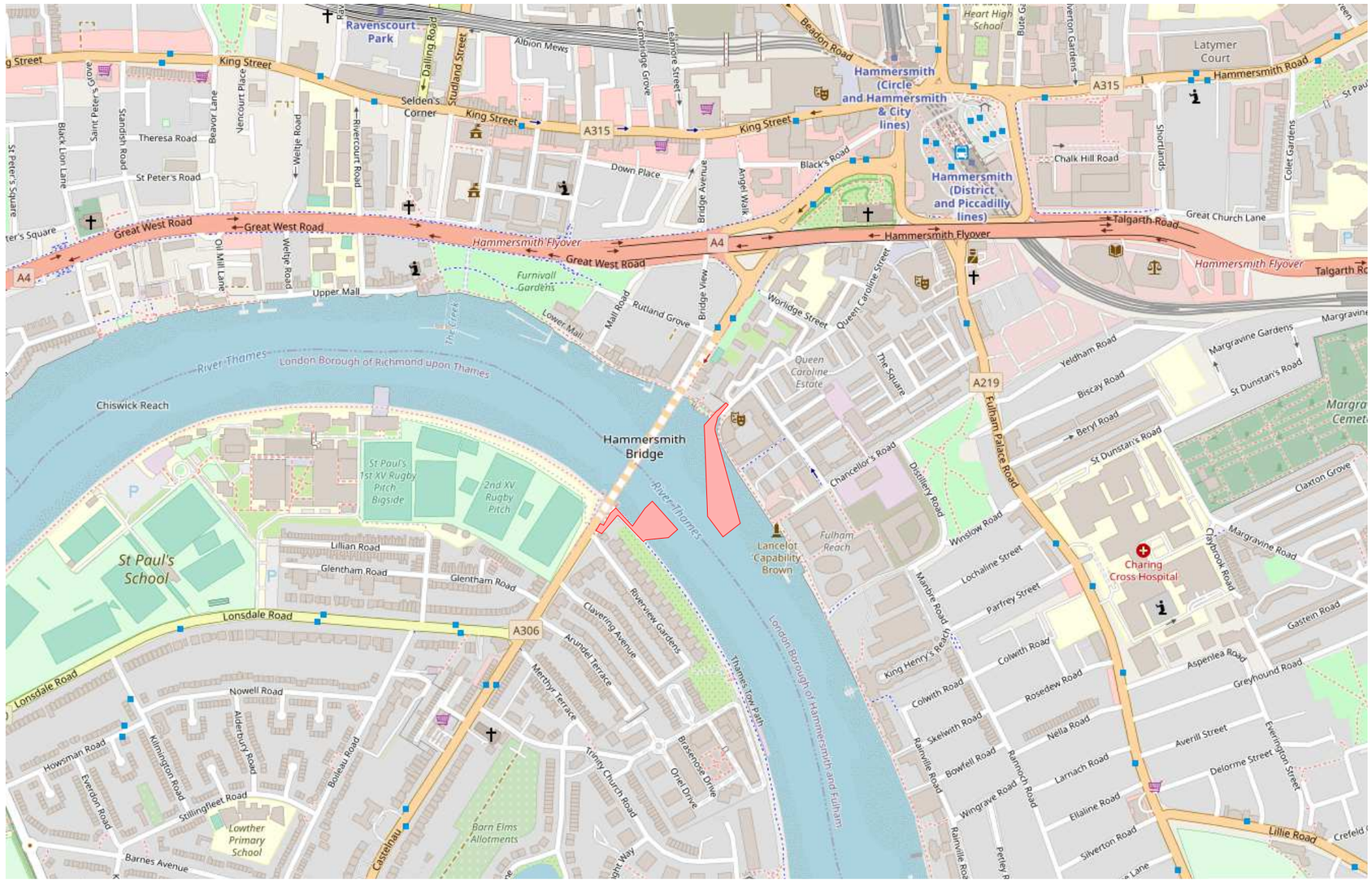
TITLE

HAMMERSMITH TEMPORARY FERRY

KEY PLAN

PROJECT DRAWING No.	SCALE	S. CODE	REV
2048-BRL-02-XX-DR-C-3001	1:10000	S4	P02

Figure 2 - Local Context Plan 1:2,500



Legend

- Site
- Community Considerations
- Road Route to Site

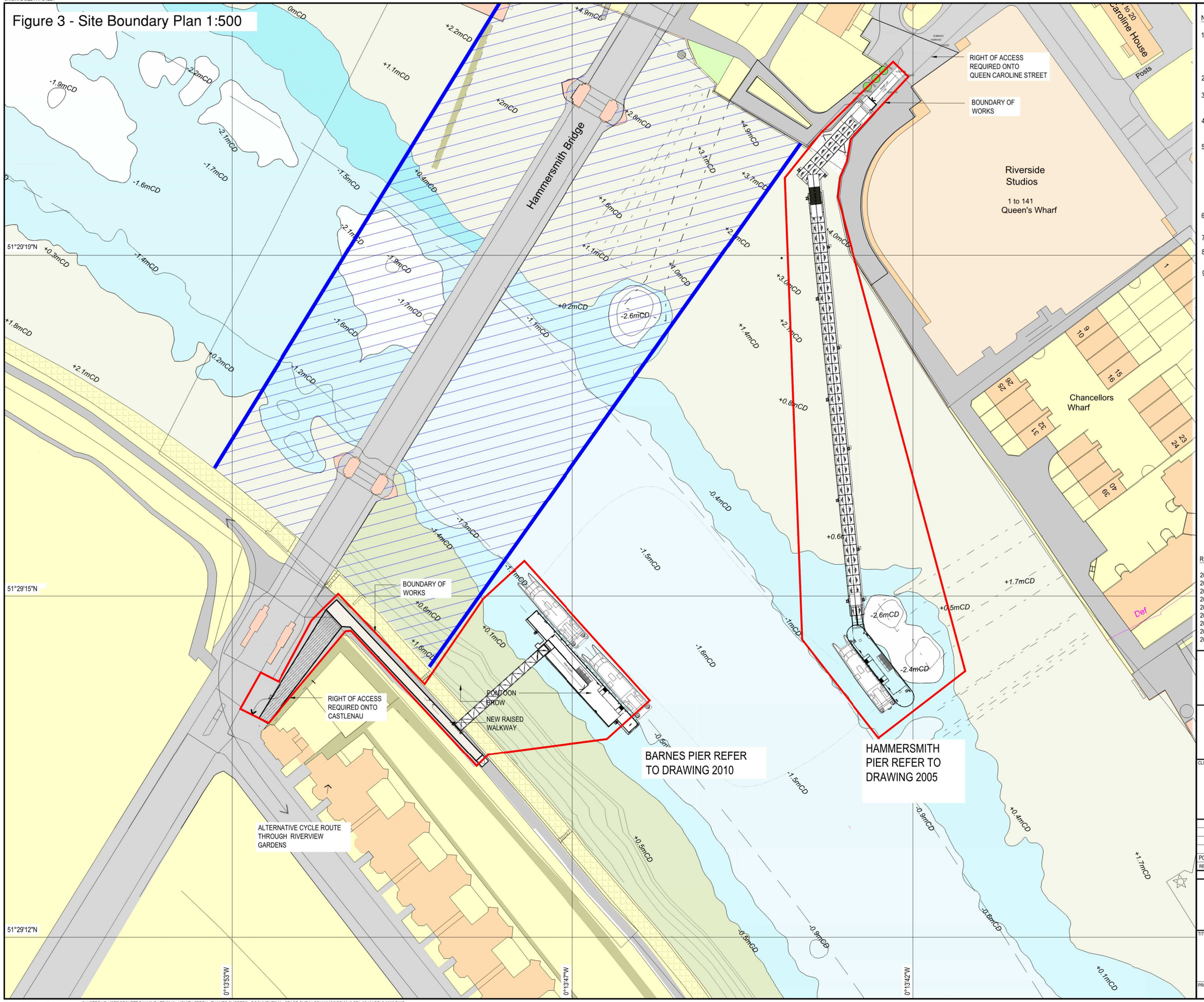
Hammersmith Temporary River Ferry - DCLP
Context Plan

Scale at A3 **1:2,500**

Metres
0 30 60 120

ORIGINAL SIZE : A1 SHEET

Figure 3 - Site Boundary Plan 1:500



NOTES :

1. DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED. ALL DIMENSIONS HAVE BEEN ESTIMATED FROM AVAILABLE INFORMATION.
2. ALL COORDINATES ARE IN METRES TO THE OSGB36 GRID SYSTEM.
3. OFFICIAL ISSUES OF THIS DRAWING ARE IN PAPER OR PDF FORMAT ONLY. DWG FORMAT FILES ARE FOR REFERENCE ONLY.
4. THE DESIGN PRESENTED IS CONCEPT LEVEL, FOR DISCUSSION ONLY AND SUBJECT TO CHANGE.
5. TIDE LEVELS

HAT	+4.72mOD	= +6.40mCD
MHWS	+4.12mOD	= +5.80mCD
MHWN	+3.02mOD	= +4.70mCD
MLWN	-0.98mOD	= +0.70mCD
MLWS	-1.38mOD	= +0.30mCD
LAT	-1.68mOD	= 0.00mCD

6. TIDE LEVELS IN CHART DATUM WHICH IS -1.68m ABOVE ORDNANCE DATUM.
7. CONTAINS DATA FROM PLA CHART No311, NOVEMBER 2014
8. DEPTHS ARE IN METRES BELOW CHART DATUM, WHICH IS APPROXIMATELY THE LEVEL OF THE LOWEST ASTRONOMICAL TIDE
9. PIER POSITION ARE APPROXIMATE AND TO BE CONFIRMED FOLLOWING A NAVIGATION RISK ASSESSMENT

LEGEND

EXCLUSION ZONE AROUND HAMMERSMITH BRIDGE

REFERENCE DRAWINGS:

2048-BRL-02-XX-DR-C-3001	KEY PLAN
2048-BRL-02-XX-DR-C-3003	PROPOSED BLOCK PLAN
2048-BRL-02-XX-DR-C-3101	HAMMERSMITH PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3105	HAMMERSMITH PIER - PROPOSED RIVER SECTION
2048-BRL-02-XX-DR-C-3120	HAMMERSMITH PIER - PONTOON LAYOUT
2048-BRL-02-XX-DR-C-3201	BARNES PIER - PROPOSED GA
2048-BRL-02-XX-DR-C-3205	BARNES PIER - PROPOSED RIVER SECTION
2048-BRL-02-XX-DR-C-3209	BARNES PIER - PROPOSED HIGHWAY ACCESS SECTION
2048-BRL-02-XX-DR-C-3220	BARNES PIER - PONTOON LAYOUT

Transport for London

CLIENT

Uber Boat by thames clippers

REV	DATE	DRN	DoChk	EngChk	APP	DESCRIPTION
P01	30.04.21	MS	OM	HP	TKHB	

REVISION

BECKETT RANKINE
Marine Consulting Engineers

TITLE

HAMMERSMITH FERRY

PROPOSED BLOCK PLAN

PROJECT DRAWING No.	SCALE	S. CODE	REV
2048-BRL-02-XX-DR-C-3003	1:500	S3	P01

Vehicle Routing and Site Access

Construction Site Access by River

We propose to make use of the River Thames for delivery of many major construction components including piling equipment, piling materials and pontoons. Using the Thames to transport bulky and large volume materials will account for the majority of materials resulting in fewer lorry movements on the roads around Hammersmith Bridge than would otherwise be the case. The detailed river logistics planning, notifications, movements and provision of temporary pontoons will be carried out in conjunction with our specialist river logistics contractor who have significant experience working on the River Thames.

Proposed routing and site access arrangements for vehicles

HGV deliveries via road will be scheduled to arrive during off peak times, 9.30am to 4:00pm Monday to Friday and 9.30am to 1:00pm on Saturdays.

Traffic management is an integral aspect of the construction process to provide arrangements for the movements of vehicles both on and in the vicinity of the site.
Vehicular access from the closest major road (M4) to the site will be via Chiswick High Road (North Circular) from its junction with the M4. HGV traffic will be given route plan directions prior to visiting site via the A306 or 316 to A3003 and onto Castlenau as shown on figure 9.

Construction Staff Travel Arrangements

In accordance with UBTC company sustainable travel commitments the order precedence for mode of travel to work will be:

1. Walking
2. Cycling
3. Public Transport including Rail, Tube, Buses & River Bus
4. Car

In accordance with the 2011 Census, the anticipated mode of travel for the project will be as follows:

Travel Mode(s)	Anticipated % Hammersmith Bridge project	England & Wales % (Census 2011)	London % (Census 2011)
Car/Van/Taxi/Motorcycle	5	64.00	31.40
Public Transport	40	16.40	49.90
Walking/Cycling	10	13.60	12.90
Work from Home	5	5.40	5.10
Other: via river	40	0.60	0.70
Total	100	100	100

Mode of travel will be recorded daily and reviewed on completion of the project due to the short duration.

The assessments will be carried out utilising the induction and site signing in protocols applicable to all staff, operatives and visitors. This will be monitored against the target figures shown above with the objective of reducing the Car/Van/Taxi/Motorcycle usage and seeking to increase the usage of the other sustainable modes of transport.

Information on the sustainable travel options will be included in the site staff and operatives pre-start induction. Subcontractors will be required to submit workforce travel plan proposals.

Walking

We recommend that as many site based personnel as possible walk to work. The site is readily accessible from all directions and a short walk from many public transport facilities.

Cycling

We encourage the use of cycles for travelling to and from work. Cycle storage racks are available locally to the site areas. Due to the very small space available within the site compounds personnel will be able to lock cycles to the inside of the compound fencing.

We will encourage cycling as a preferred mode of travel to work by Implementing the following initiatives:

- Provide secure cycle parking for staff/site operatives and visitors
- Ensure shower and changing facilities along with lockers are available for use by staff/site operatives
- Provide a communal toolbox, to include puncture repair kit, cycle tools, oil, etc.
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website

Staff and site operatives will be encouraged to plan their own cycle routes, choosing less busy or more direct routes, using the Transport for London Cycle Journey Planner available through the following website link:

http://cyclejourneyplanner.tfl.gov.uk/cycle/XSLT_TRIP_REQUEST2?language=en

Public Transport

We will provide information on access to public transport as shown below;

Tube

The closest Tube Station to the site is at Hammersmith, approximately 1/2 mile north of the Hammersmith Bridge north site, which is on the District Line, providing a direct connection into central London as well as connections to other tube lines and over ground lines.
The nearest tube stations with step free access from the platform to the exit are Hammersmith (Hammersmith & City Line) and Wimbledon.
There is not a tube connection close to the Richmond south site.

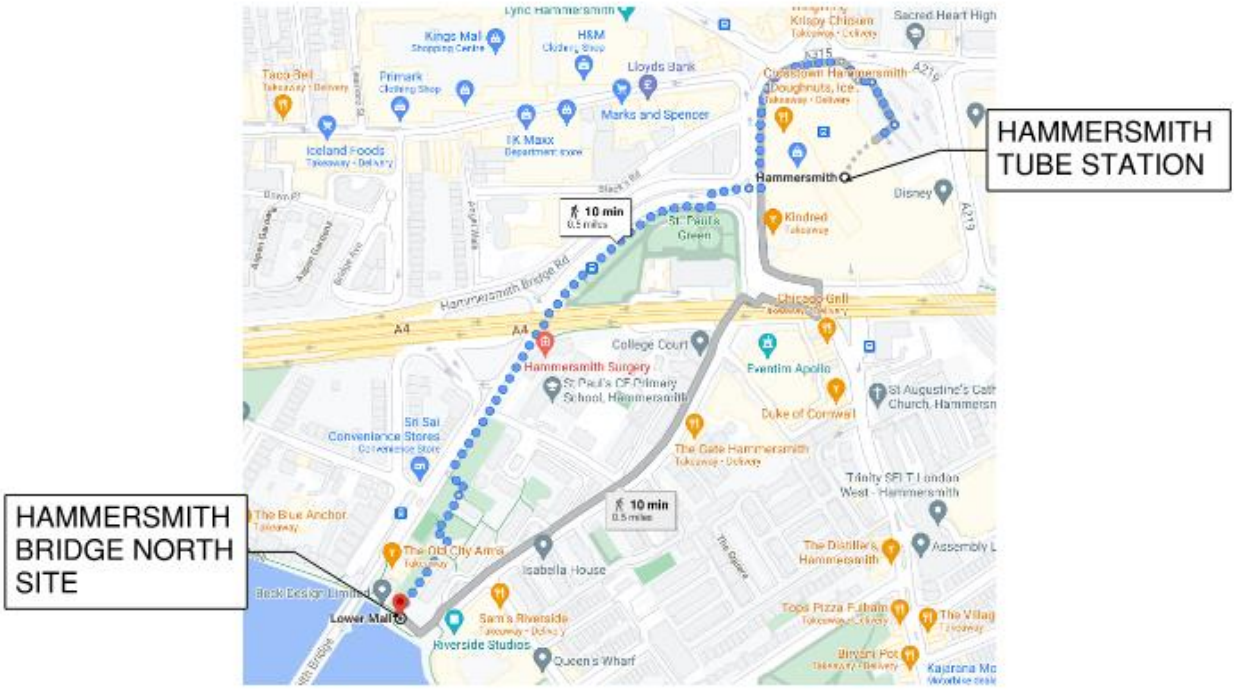


Figure 4 – Pedestrian Route from Hammersmith Underground to Site

A full tube map is provided below which can also be viewed and downloaded at;
http://content.tfl.gov.uk/standard-tube-map.pdf

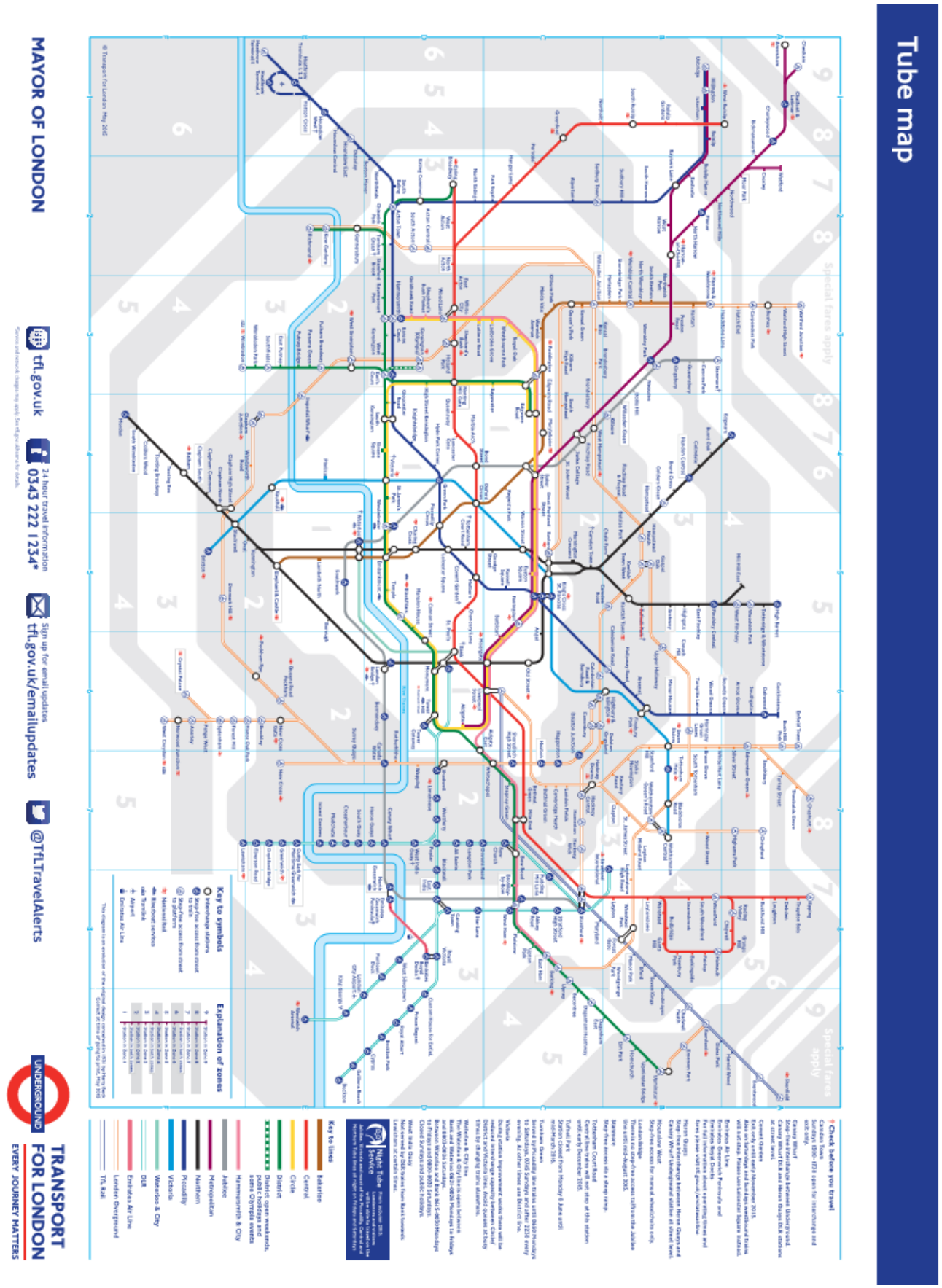


Figure 5 – London Underground Map

Rail

Hammersmith underground station can be easily reached via train, see table below.

Station	Interchanges	Journey Time to Putney Bridge Underground
Paddington	Direct Train	19 min
Victoria	Direct Train or 1 change	20 min
Kings Cross	1 change	32 min
Euston	1 or 2 changes	35 min
Liverpool Street	1 or 2 changes	40 min

On the south side, Barnes Station is a 30-minute walk from site so operatives will then need to take a bus to the site.

Buses

For the North side, from Kingston-upon-Thames bus station - Take either the number 85 or C4 bus to Putney Bridge then number 220 to Hammersmith Broadway. The site is approximately 5 min walk Hammersmith Broadway.

For the South side, from Kingston-upon-Thames bus station - Take either the number 85 or C4 bus to Putney Bridge then walk to Putney Pier and take the number 378, 419, 458 or 533 from Putney Pier to Castelnau.

For further details call the London Transport Line on 0843 322 1234 or use the TFL Journey Planner: Plan a journey - Transport for London (tfl.gov.uk)

Accessible Transport

The nearest tube stations with step free access from the platform to the exit are Hammersmith (Hammersmith & City Line) and Wimbledon. For more information, please call Transport for London on 0843 322 1234 or textphone 020 7918 3500.

Via River

For the marine works all operatives shall be collected by the work boat each day at Puntey Pier and transferred to site. They shall be contained on the barges until end of shift when they will be transferred back to Putney Pier and dropped off.

The river bus runs frequent services to Putney Bridge via the Thames, a road bus or tube would be required from Putney or a 2 mile walk along the River Thames. The map below details the river bus service route and stops.

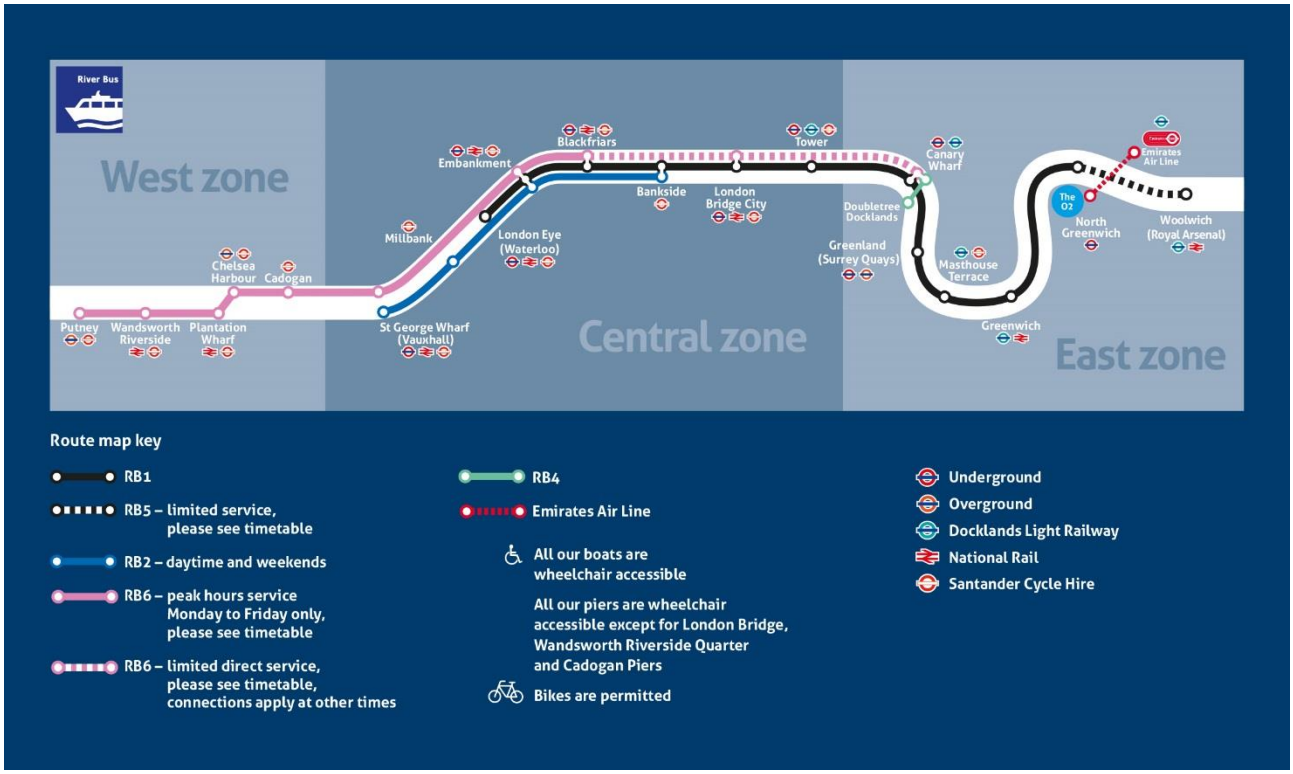


Figure 7 – Water Taxi Map

Car

There will be a policy of no on-site car parking other than for essential users.
Longer term parking around Hammersmith is limited, NCP car park is available in Kings Street W6 0QU and at the Kings Mall, Glenthorne Road, W6 0LJ.

Considerations and Challenges

In preparing the CLP for this project, we have taken into consideration the effect of the construction works on the surrounding area, and endeavoured to minimise the impact of the works on the existing public and other road users.

The traffic management considerations will also include the erection and maintenance of all mandatory and directional signage, including the following:

· Site entrance health and safety sign board
· Fire safety, including 'No Smoking' and 'Fire Exit'
· Instruction Notices
· Directional Signage
· Current safety campaign/initiatives signs and posters
· Diversion routes
· Crane numbers (2 no. Hiab deliveries)
· Gate numbers

In accordance with TfL recommendations, and good site practice, we will endeavour to carry out the majority of deliveries in off-peak hours between 9:30am and 4:00pm so as to avoid adding traffic around the Hammersmith, Putney and Kew Bridge areas.

River Thames

The River Thames in on the immediate boundary with the Hammersmith Bridge site, consultation has been made with the MMO and PLA during license applications.

Local Residents

The UBTC project team will liaise with the following stakeholders and community groups by way of letter and meetings if required:

Hammersmith and Fulham Cycling Group
Local schools
Auriol Kensington Rowing Club
London Rowing Club
The Rowing Club
Putney Town Rowing Club
Barnes Association
Residents of Queen Caroline Street
Residents of River View Gardens
Local Councillors
Harrods Wharf

Neighboring Construction Sites

At the time of writing this logistics Plan there are no neighboring construction sites, should this change during the course of the Hammersmith Bridge Temporary Crossing the UBTC Project Manager would consult with the neighboring site.

There is a requirement to plan River logistics taking account of the Thames Tideway project, this has been assessed in the Navigational Risk Assessment required by the Port of London Authority.

3. Construction Programme and Methodology

Programme

The indicative outline construction programme is shown below.

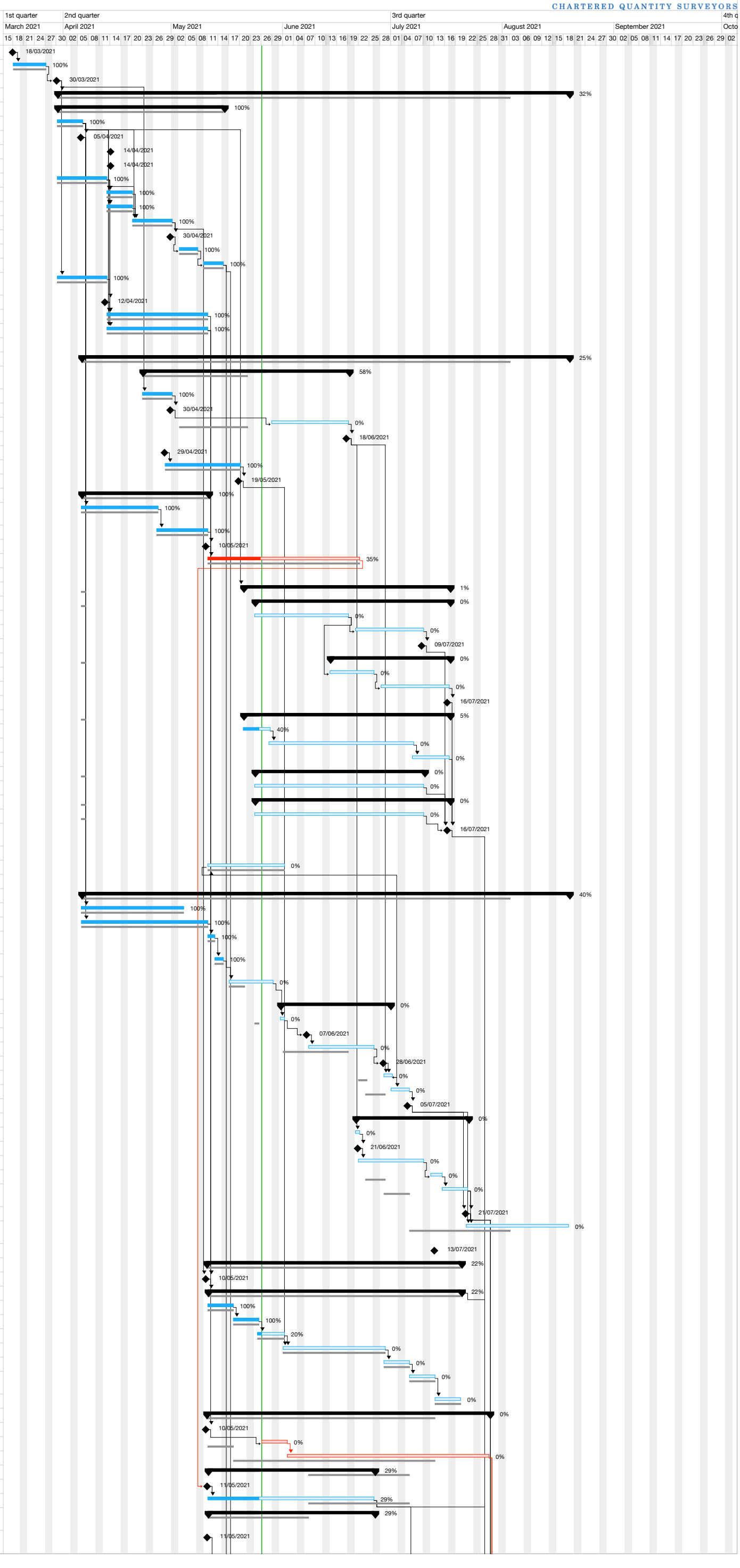
Figure 8 – Outline Construction Programme

2789 - Accelerated Programme v6
Progress @ 26/5/2021

HAMMERSMITH FERRY

HUNTLEY CARTWRIGHT
CHARTERED QUANTITY SURVEYORS

	Name	Start	Finish	Baseline Start	Baseline Finish
1	Project Award	18/03/2021	18/03/2021	18/03/2021	18/03/2021
2	Standstill Period	18/03/2021	26/03/2021	18/03/2021	26/03/2021
3	Kick-off Meeting	30/03/2021	30/03/2021	30/03/2021	30/03/2021
4	**Stage One - Design & Consents**	**30/03/2021**	**18/08/2021**	**30/03/2021**	**02/08/2021**
5	**RIBA Stage 3 Design**	**30/03/2021**	**14/05/2021**	**30/03/2021**	**14/05/2021**
6	Confirm layout	30/03/2021	05/04/2021	30/03/2021	05/04/2021
7	TfL to Agree Layout	05/04/2021	05/04/2021	05/04/2021	05/04/2021
8	Secure build slot Pontoon & Dock	14/04/2021	14/04/2021	14/04/2021	14/04/2021
9	Secure build slot Tyne Gangways	14/04/2021	14/04/2021	14/04/2021	14/04/2021
10	Pile Design	30/03/2021	12/04/2021	30/03/2021	12/04/2021
11	TfL Initial Review	13/04/2021	19/04/2021	13/04/2021	19/04/2021
12	Pontoon Modifications	13/04/2021	19/04/2021	13/04/2021	19/04/2021
13	Drawing package for consents	20/04/2021	30/04/2021	20/04/2021	30/04/2021
14	RIBA Stage 3 Design Complete	30/04/2021	30/04/2021	30/04/2021	30/04/2021
15	TfL Stage 3 Design Review	03/05/2021	07/05/2021	03/05/2021	07/05/2021
16	Incorporate TfL comments	10/05/2021	14/05/2021	10/05/2021	14/05/2021
17	Agree scope of supporting studies with EA, MMO	30/03/2021	12/04/2021	30/03/2021	12/04/2021
18	Scope of studies confirmed with EA, MMO	12/04/2021	12/04/2021	12/04/2021	12/04/2021
19	Hydrodynamic Assessment	13/04/2021	10/05/2021	13/04/2021	10/05/2021
20	Ecological Assessment	13/04/2021	10/05/2021	13/04/2021	10/05/2021
21					
22	**Consents & Licences**	**06/04/2021**	**18/08/2021**	**06/04/2021**	**02/08/2021**
23	**Environmental Impact Assessment (Screening Opinion)**	**23/04/2021**	**18/06/2021**	**23/04/2021**	**21/05/2021**
24	Draft EIA Screening Opinion	23/04/2021	30/04/2021	23/04/2021	30/04/2021
25	Submit EIA Screening Opinion (Borough)	30/04/2021	30/04/2021	30/04/2021	30/04/2021
26	EIA Determination Period (Borough)	28/05/2021	18/06/2021	03/05/2021	21/05/2021
27	Screening Decision (Borough)	18/06/2021	18/06/2021	21/05/2021	21/05/2021
28	Submit EIA Screening Opinion (MMO)	29/04/2021	29/04/2021	29/04/2021	29/04/2021
29	EIA Determination Period (MMO)	29/04/2021	19/05/2021	29/04/2021	19/05/2021
30	Screening Decision (MMO)	19/05/2021	19/05/2021	19/05/2021	19/05/2021
31	**Phase 1 NRA**	**06/04/2021**	**10/05/2021**	**06/04/2021**	**10/05/2021**
32	Nav Risk Assessment Phase 1 - Stakeholder Engagement	06/04/2021	26/04/2021	06/04/2021	26/04/2021
33	Pre-app consultation PLA	27/04/2021	10/05/2021	27/04/2021	10/05/2021
34	PLA Agree NRA Phase 2 Process	10/05/2021	10/05/2021	10/05/2021	10/05/2021
35	Nav Risk Assessment Phase 2	11/05/2021	21/06/2021	11/05/2021	21/06/2021
36					
37	**Land Access Leases and Agreements**	**21/05/2021**	**16/07/2021**	**06/04/2021**	**06/04/2021**
38	**Riverbank lease wi PLA**	**24/05/2021**	**16/07/2021**	**06/04/2021**	**06/04/2021**
39	Agree Heads of Terms	24/05/2021	18/06/2021		
40	Prepare lease	21/06/2021	09/07/2021		
41	Complete lease	09/07/2021	09/07/2021		
42	**Riverbank underlease for UBTC**	**14/06/2021**	**16/07/2021**	**06/04/2021**	**06/04/2021**
43	Agree Heads of Terms	14/06/2021	25/06/2021		
44	Prepare under lease	28/06/2021	16/07/2021		
45	Complete underlease	16/07/2021	16/07/2021		
46	**River works licence (Tripartite)**	**21/05/2021**	**16/07/2021**	**06/04/2021**	**06/04/2021**
47	Review PLA draft licence	21/05/2021	27/05/2021		
48	Negoiate licence terms	28/05/2021	06/07/2021		
49	Prepare and sign licence	07/07/2021	16/07/2021		
50	**LBRuT s278 Agreement**	**24/05/2021**	**09/07/2021**	**06/04/2021**	**06/04/2021**
51	Generally - detail to be added	24/05/2021	09/07/2021		
52	**LBHF s278 Agreement**	**24/05/2021**	**16/07/2021**	**06/04/2021**	**06/04/2021**
53	Generally - detail to be added	24/05/2021	09/07/2021	06/04/2021	06/04/2021
54	All land leases and agreements complete	16/07/2021	16/07/2021		
55					
56	Prepare EQIA report / Statement	11/05/2021	31/05/2021	11/05/2021	31/05/2021
57					
58	**Planning**	**06/04/2021**	**18/08/2021**	**06/04/2021**	**02/08/2021**
59	Stakeholder Engagement for Planning	06/04/2021	03/05/2021	06/04/2021	03/05/2021
60	Prepare Planning documents	06/04/2021	10/05/2021	06/04/2021	10/05/2021
61	TfL review of completed Planning Application	11/05/2021	12/05/2021	11/05/2021	12/05/2021
62	Incorporate TfL comments and submit appliction	13/05/2021	14/05/2021	13/05/2021	14/05/2021
63	Prepare and provide additional Planning documents	17/05/2021	28/05/2021	17/05/2021	20/05/2021
64	**RBRuT Application**	**31/05/2021**	**30/06/2021**		
65	Planning Application validated	31/05/2021	31/05/2021	24/05/2021	24/05/2021
66	Site notices published	07/06/2021	07/06/2021	31/05/2021	31/05/2021
67	Consultation	08/06/2021	25/06/2021	01/06/2021	18/06/2021
68	GLA Deadline for Stage 1	28/06/2021	28/06/2021	21/06/2021	21/06/2021
69	LBRuT Committee report finalised	29/06/2021	30/06/2021	22/06/2021	23/06/2021
70	LBRuT Committee reports published	01/07/2021	05/07/2021	24/06/2021	28/06/2021
71	LBRuT Committee meeting	05/07/2021	05/07/2021	30/06/2021	30/06/2021
72	**LBHF Application**	**21/06/2021**	**21/07/2021**		
73	Planning Application validated	21/06/2021	21/06/2021		
74	Site notices published	21/06/2021	21/06/2021		
75	LBHF Consultaion	22/06/2021	09/07/2021		
76	LBHF Committee reports published	12/07/2021	14/07/2021	24/06/2021	28/06/2021
77	LBHF Committee meeting (week commencing-tbc)	15/07/2021	21/07/2021	29/06/2021	05/07/2021
78	LBRuT and LBHF decisions issued	21/07/2021	21/07/2021	05/07/2021	05/07/2021
79	Discharge Planning Conditions (Assume no pre-commencement)	22/07/2021	18/08/2021	06/07/2021	02/08/2021
80	GLA decisions issued (long stop date?)	13/07/2021	13/07/2021	13/07/2021	13/07/2021
81	**MMO Licence**	**10/05/2021**	**19/07/2021**	**10/05/2021**	**19/07/2021**
82	Submit MMO App	10/05/2021	10/05/2021	10/05/2021	10/05/2021
83	**MMO Licence Determination**	**11/05/2021**	**19/07/2021**	**11/05/2021**	**19/07/2021**
84	Check application	11/05/2021	17/05/2021	11/05/2021	17/05/2021
85	Allocation	18/05/2021	24/05/2021	18/05/2021	24/05/2021
86	Technical Assessment	25/05/2021	31/05/2021	25/05/2021	31/05/2021
87	Consultation	01/06/2021	28/06/2021	01/06/2021	28/06/2021
88	Review	29/06/2021	05/07/2021	29/06/2021	05/07/2021
89	Decision Recommendation & Approval	06/07/2021	12/07/2021	06/07/2021	12/07/2021
90	Application Complete	13/07/2021	19/07/2021	13/07/2021	19/07/2021
91	**Environmental Agency (FRA Permit)**	**10/05/2021**	**27/07/2021**	**10/05/2021**	**12/07/2021**
92	Submit EA App	10/05/2021	10/05/2021	10/05/2021	10/05/2021
93	EA Duly Made	26/05/2021	01/06/2021	11/05/2021	17/05/2021
94	EA Licence Determination	02/06/2021	27/07/2021	18/05/2021	12/07/2021
95	**PLA - Temporary River Works Licence)**	**11/05/2021**	**25/06/2021**	**08/06/2021**	**05/07/2021**
96	Submit PLA App	11/05/2021	11/05/2021	08/06/2021	08/06/2021
97	PLA Determination	11/05/2021	25/06/2021	08/06/2021	05/07/2021
98	**PLA Dredging Licence (S73) (Bed levelling)**	**11/05/2021**	**25/06/2021**	**11/05/2021**	**07/06/2021**
99	Submit Dredging licence application (>500m3)	11/05/2021	11/05/2021	11/05/2021	11/05/2021

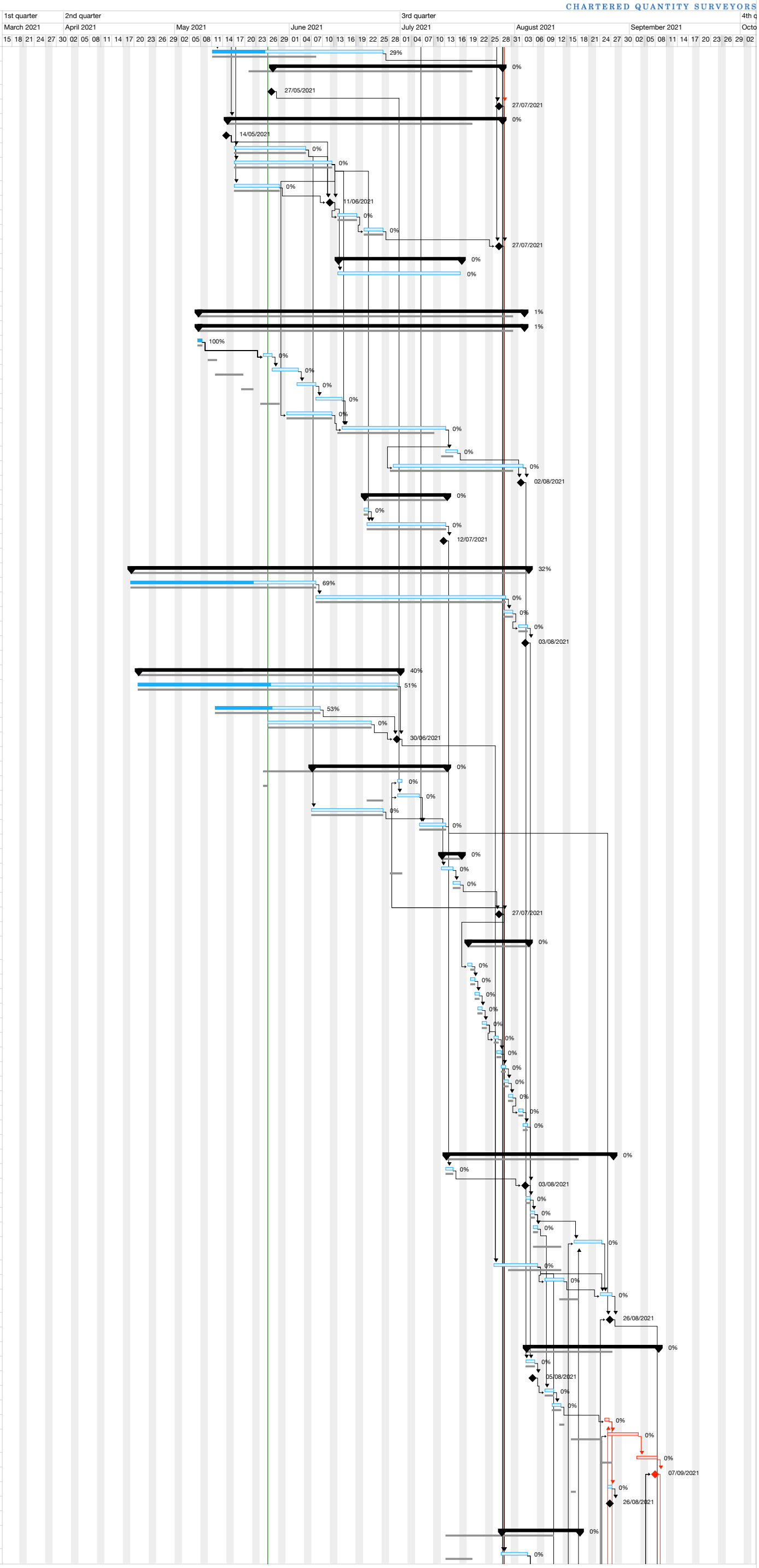


2789 - Accelerated Programme v6
Progress @ 26/5/2021

HAMMERSMITH FERRY

HUNTLEY CARTWRIGHT
CHARTERED QUANTITY SURVEYORS

	Name	Start	Finish	Baseline Start	Baseline Finish
100	Dredge licence determination	11/05/2021	25/06/2021	11/05/2021	07/06/2021
101	**PLA Exemption (UXO and proof dig pile line)**	**27/05/2021**	**27/07/2021**	**21/05/2021**	**19/07/2021**
102	Submit exempt activity notification	27/05/2021	27/05/2021	21/05/2021	21/05/2021
103	All licences & planning received	27/07/2021	27/07/2021	19/07/2021	19/07/2021
104	**RIBA Stage 4 Design**	**14/05/2021**	**27/07/2021**	**14/05/2021**	**19/07/2021**
105	Detailed layout confirmation	14/05/2021	14/05/2021	14/05/2021	14/05/2021
106	Detailed pile design	17/05/2021	04/06/2021	17/05/2021	04/06/2021
107	Pontoon modification details (north & south pier)	17/05/2021	11/06/2021	17/05/2021	11/06/2021
108	M&E design	17/05/2021	28/05/2021	17/05/2021	28/05/2021
109	RIBA Stage 4 Design Complete	11/06/2021	11/06/2021	11/06/2021	11/06/2021
110	TfL Final Design Review	14/06/2021	18/06/2021	14/06/2021	18/06/2021
111	Contractor Finalises and agrees price	21/06/2021	25/06/2021	21/06/2021	25/06/2021
112	Instruction to proceed to Stage 2	27/07/2021	27/07/2021	19/07/2021	19/07/2021
113	**Category 3 Check**	**14/06/2021**	**16/07/2021**		
114	Allowance for check - provisional to be confirmed	14/06/2021	16/07/2021		
115					
116	**Pontoon Refurbishment and Alterations**	**07/05/2021**	**02/08/2021**	**07/05/2021**	**30/07/2021**
117	**South side (Barnes) Pontoon**	**07/05/2021**	**02/08/2021**	**07/05/2021**	**30/07/2021**
118	Survey slipway @ Sheerness	07/05/2021	07/05/2021	07/05/2021	07/05/2021
119	Move pontoon to slipway	25/05/2021	26/05/2021	10/05/2021	11/05/2021
120	Strip pontoon	27/05/2021	02/06/2021	12/05/2021	18/05/2021
121	Blast clean hull	03/06/2021	07/06/2021	19/05/2021	21/05/2021
122	Survey hull	08/06/2021	14/06/2021	24/05/2021	28/05/2021
123	Order steel (based on stage 4 drawings)	31/05/2021	11/06/2021	31/05/2021	11/06/2021
124	Structural alterations - pile guides, pontoon extension, install mooring fenders	15/06/2021	12/07/2021	14/06/2021	09/07/2021
125	Paint hull	13/07/2021	15/07/2021	12/07/2021	14/07/2021
126	Superstructure refurbishment	29/06/2021	02/08/2021	28/06/2021	30/07/2021
127	Pontoon ready for dispatch	02/08/2021	02/08/2021	30/07/2021	30/07/2021
128	**North side (Hammersmith) Pontoon**	**21/06/2021**	**12/07/2021**	**21/06/2021**	**12/07/2021**
129	Move pontoon to dry dock @ Thames craft	21/06/2021	21/06/2021	21/06/2021	21/06/2021
130	Refurbishment works generally	22/06/2021	12/07/2021	22/06/2021	12/07/2021
131	Pontoon ready for dispatch	12/07/2021	12/07/2021	12/07/2021	12/07/2021
132					
133	**Barnes Brow Fabrication**	**19/04/2021**	**03/08/2021**	**19/04/2021**	**03/08/2021**
134	Design and material procurement	19/04/2021	07/06/2021	19/04/2021	07/06/2021
135	Fabrication, testing and cleaning	08/06/2021	28/07/2021	08/06/2021	28/07/2021
136	Transport to Tilbury	29/07/2021	30/07/2021	29/07/2021	30/07/2021
137	Assemble brow on pontoon or dock	02/08/2021	03/08/2021	02/08/2021	03/08/2021
138	Ready for delivery to site	03/08/2021	03/08/2021	03/08/2021	03/08/2021
139					
140	**Hammersmith EZ Dock Fabrication**	**21/04/2021**	**30/06/2021**	**21/04/2021**	**30/06/2021**
141	Design, manufacture and material procurement	21/04/2021	29/06/2021	21/04/2021	29/06/2021
142	Container 1 shipping	12/05/2021	08/06/2021	12/05/2021	08/06/2021
143	Container 2 shipping	26/05/2021	22/06/2021	26/05/2021	22/06/2021
144	Material in PD warehouse	30/06/2021	30/06/2021	30/06/2021	30/06/2021
145					
146	**Pre Construction Site Activities**	**07/06/2021**	**12/07/2021**	**25/05/2021**	**12/07/2021**
147	Bathymetric Surveys 4 weeks before start	30/06/2021	30/06/2021	25/05/2021	25/05/2021
148	Proof dig pile line (multi-cat)	30/06/2021	05/07/2021	22/06/2021	25/06/2021
149	Pile procurement - 3 weeks	07/06/2021	25/06/2021	07/06/2021	25/06/2021
150	Bed levelling	06/07/2021	12/07/2021	06/07/2021	12/07/2021
151					
152	**Deploy to site**	**12/07/2021**	**16/07/2021**	**12/07/2021**	**16/07/2021**
153	R7 barge and jack up load and travel to Site	12/07/2021	14/07/2021	28/06/2021	30/06/2021
154	Configure crane and jack up on site	15/07/2021	16/07/2021	15/07/2021	16/07/2021
155					
156	START DATE	27/07/2021	27/07/2021	19/07/2021	19/07/2021
157					
158	**North side (Hammersmith) Piling (working from shore line out to pontoon)**	**19/07/2021**	**03/08/2021**	**19/07/2021**	**03/08/2021**
159	Pile 1	19/07/2021	19/07/2021	20/07/2021	20/07/2021
160	Pile 2	20/07/2021	20/07/2021	20/07/2021	20/07/2021
161	Pile 3	21/07/2021	21/07/2021	21/07/2021	21/07/2021
162	Pile 4	22/07/2021	22/07/2021	22/07/2021	22/07/2021
163	Pile 5	23/07/2021	23/07/2021	23/07/2021	23/07/2021
164	Pile 6	26/07/2021	26/07/2021	26/07/2021	26/07/2021
165	Pile 7	27/07/2021	27/07/2021	27/07/2021	27/07/2021
166	Pile 8	28/07/2021	28/07/2021	28/07/2021	28/07/2021
167	Pile 9	29/07/2021	29/07/2021	29/07/2021	29/07/2021
168	Pile 10	30/07/2021	30/07/2021	30/07/2021	30/07/2021
169	Pile 11	02/08/2021	02/08/2021	02/08/2021	02/08/2021
170	Pile 12 and relocate	03/08/2021	03/08/2021	03/08/2021	03/08/2021
171					
172	**North side Pontoon and approach Installation**	**13/07/2021**	**26/08/2021**	**13/07/2021**	**17/08/2021**
173	Transport Pontoon to site (earliest date ready)	13/07/2021	14/07/2021	13/07/2021	14/07/2021
174	Arrivial and move into position	03/08/2021	03/08/2021	03/08/2021	03/08/2021
175	Install spud pile 13	04/08/2021	04/08/2021	04/08/2021	04/08/2021
176	Jack up relocation	05/08/2021	05/08/2021	05/08/2021	05/08/2021
177	Install spud pile 14	06/08/2021	06/08/2021	06/08/2021	06/08/2021
178	Final fit out of Pontoon, ballasting, connecting electrical supply	17/08/2021	23/08/2021	06/08/2021	12/08/2021
179	Install EZ Dock	26/07/2021	06/08/2021	30/07/2021	12/08/2021
180	Install lighting onto EZ Dock	09/08/2021	13/08/2021		
181	Test and commission Pontoon and EZ dock approach	24/08/2021	26/08/2021	13/08/2021	17/08/2021
182	Pier Ready for Trials	26/08/2021	26/08/2021	17/08/2021	17/08/2021
183					
184	**South side (Barnes) Pontoon and Brow**	**04/08/2021**	**07/09/2021**	**04/08/2021**	**26/08/2021**
185	Transport Pontoon and brow to site	04/08/2021	05/08/2021	04/08/2021	05/08/2021
186	Arrival and installation of Pontoon	05/08/2021	05/08/2021	05/08/2021	05/08/2021
187	Relocate and Pile 15	09/08/2021	10/08/2021	09/08/2021	10/08/2021
188	Relocate and Pile 16	11/08/2021	12/08/2021	11/08/2021	12/08/2021
189	Lifting brow into position	25/08/2021	25/08/2021	13/08/2021	13/08/2021
190	Final fit out of Pontoon, ballasting, connecting electrical supply etc	26/08/2021	02/09/2021	16/08/2021	23/08/2021
191	Test and commission Pontoon and brow	03/09/2021	07/09/2021	24/08/2021	26/08/2021
192	Pier Ready for Trials	07/09/2021	07/09/2021	26/08/2021	26/08/2021
193	Out survey	26/08/2021	26/08/2021	16/08/2021	16/08/2021
194	Red 7 Out survey, demobilise and leave site	26/08/2021	26/08/2021	16/08/2021	16/08/2021
195					
196	**North side (Hammersmith) Landside works by TBC)**	**28/07/2021**	**17/08/2021**	**13/07/2021**	**10/08/2021**
197	Secure working area and set up site	28/07/2021	03/08/2021	13/07/2021	19/07/2021

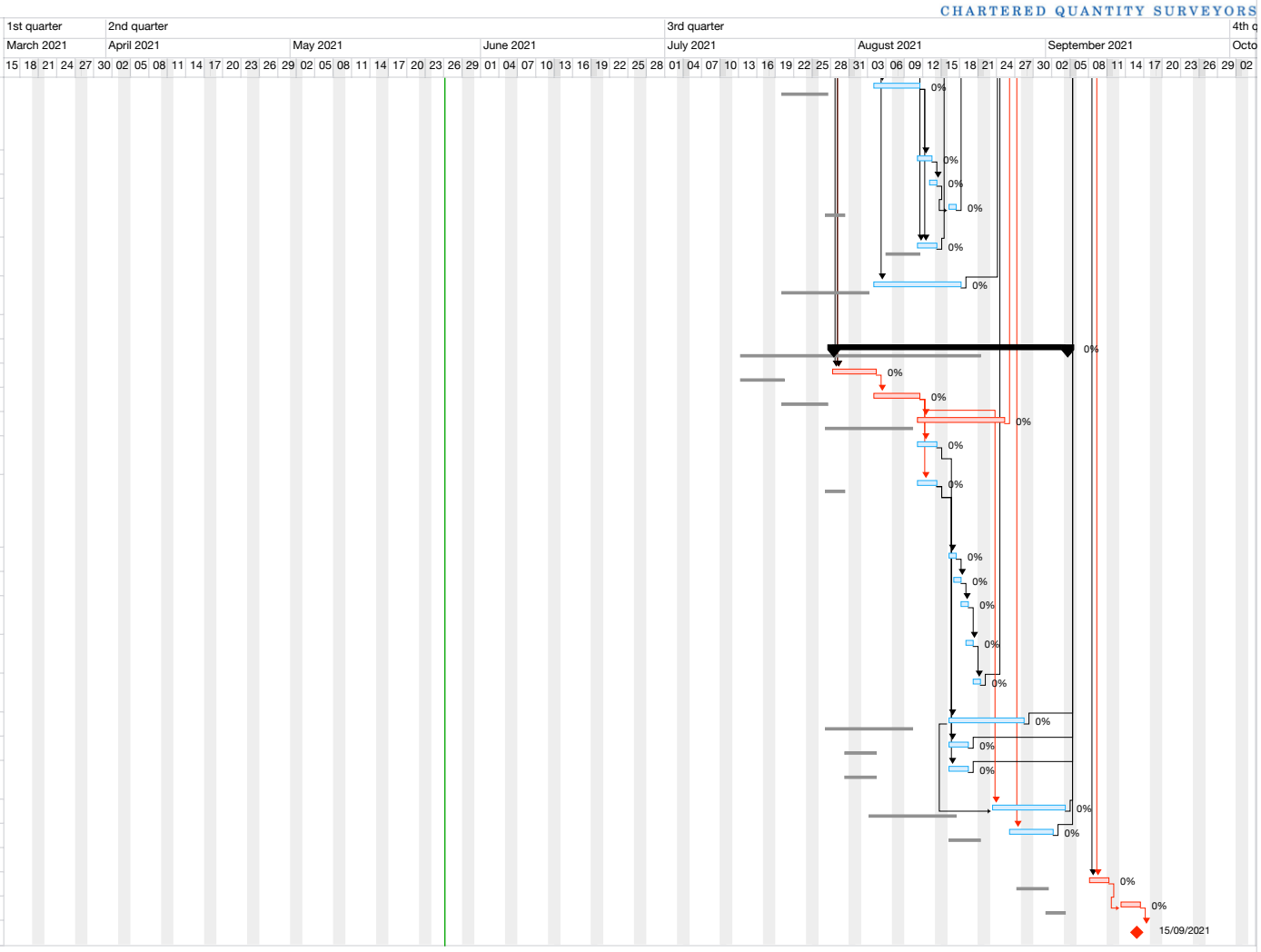


2789 - Accelerated Programme v6
Progress @ 26/5/2021

HAMMERSMITH FERRY

HUNTLEY CARTWRIGHT
CHARTERED QUANTITY SURVEYORS

	Name	Start	Finish	Baseline Start	Baseline Finish
198	Preparatory work for UKPN Installation - base and enclosures for incoming service and UBTC main isolator and land side distribution board	04/08/2021	10/08/2021	20/07/2021	26/07/2021
199	Install land side distribution board	11/08/2021	12/08/2021		
200	UKPN to install service to main cut out	13/08/2021	13/08/2021		
201	Meter installation and connections to cut out and distribution board	16/08/2021	16/08/2021	27/07/2021	29/07/2021
202	Install electrical cabling from pontoon to land side distribution board	11/08/2021	13/08/2021	06/08/2021	10/08/2021
203	Construct gate and approach ramp to flood wall (Provisional)	04/08/2021	17/08/2021	20/07/2021	02/08/2021
204					
205	**▼ South side (Barnes) Landside works by TBC?**	**28/07/2021**	**03/09/2021**	**13/07/2021**	**20/08/2021**
206	Secure working area and set up site	28/07/2021	03/08/2021	13/07/2021	19/07/2021
207	Excavate and cast bank seat	04/08/2021	10/08/2021	20/07/2021	26/07/2021
208	Curing time for bankseat	11/08/2021	24/08/2021	27/07/2021	09/08/2021
209	Electrical trenches from UKPN enclosure to brow chamber,	11/08/2021	13/08/2021		
210	Prepartory work for UKPN Installation - trenches from UKPN enclosure to brow chamber, base and install enclosure for incoming service head	11/08/2021	13/08/2021	27/07/2021	29/07/2021
211	Install landside distribution board	16/08/2021	16/08/2021		
212	UKPN to install service to main cut out	17/08/2021	17/08/2021		
213	Meter installation and connections to main cutout and land side distribution board	18/08/2021	18/08/2021		
214	Install electrical cabling from Land side distribution board to brow chamber	19/08/2021	19/08/2021		
215	Install electrical cabling from pontoon to landslide distribution board	20/08/2021	20/08/2021		
216	Regrade and resurface Castelau approach	16/08/2021	27/08/2021	27/07/2021	09/08/2021
217	Install cable from cabinet to pontoon	16/08/2021	18/08/2021	30/07/2021	03/08/2021
218	UKPN and meter installation or generator installation	16/08/2021	18/08/2021	30/07/2021	03/08/2021
219	Construct raised walkway (BY ??)	23/08/2021	03/09/2021	03/08/2021	16/08/2021
220	Install gate and lighting to brow	26/08/2021	01/09/2021	16/08/2021	20/08/2021
221					
222	Trials and TfL acceptance testing	08/09/2021	10/09/2021	27/08/2021	31/08/2021
223	THAMES CLIPPER FLOAT	13/09/2021	15/09/2021	01/09/2021	03/09/2021
224	Stage 3 Operations Commence	15/09/2021	15/09/2021	03/09/2021	03/09/2021



Site Setup

Compounds will be set up on the east side of the north and south ends of the Hammersmith Bridge with access via Queen Caroline Street and Riverview Gardens. A pedestrian and cycle diversion route will be set up following agreement with London Borough of Hammersmith & Fulham Council and London Borough of Richmond upon Thames Council.

River Works

The river works comprise of piling and pontoon installation, plant, machinery and piles will be brought to site by river barges.

Landside Works

Groundworks to enable access, raised walkway and concrete works to form a new bank seat for brow / pontoon connections.
Lighting and power installation works.

Testing and Commissioning

Operational trials, testing and demonstration to TFL for acceptance.

4. Vehicle Routing and Access

There will be 2-3 vehicle movements at the start of the project for site set up, 2-3 vehicle movements in the middle of the construction programme for the ramp installation, and 2-3 vehicle movements at the end of construction for site compound dismantling. There will be 5 vehicle movements in total on the north side and ten vehicle movements in total on the south side. On a typical day, there will be no vehicle movements associated with the construction. The proposed vehicular routes are described below, along with strategies to minimise any impacts that could be associated with the small number of construction vehicle movements.

The following maps show the area around the Riverside development site. Figure 9 shows a regional plan with the vehicle routes through London highlighted. These routes follow the Transport for London Road Network until the final approach to the site where local roads are used for access.

Figure 10 shows vehicle routes to the site, taking into account local area constraints.

Figure 11 shows the site boundary plan including the extent of footways, other buildings, cycle lanes and road markings.