

AtkinsRéalis



Transport Statement

Ministry of Housing, Communities and Local
Government

April 2026

100122279-ATR-XX-TS-0001

GRENFELL TOWER

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1. Introduction

This Transport Statement has been prepared by AtkinsRéalis on behalf of the Ministry of Housing, Communities and Local Government (MHCLG) (the 'Applicant'), to support a non-urgent Crown Development application for full planning permission in respect of the works to carefully take down Grenfell Tower, Grenfell Road, North Kensington, London, W11 1TG (the 'Site'). The 0.51-hectare Site is located within the Royal Borough of Kensington and Chelsea (RBKC).

The Site is now classified as 'Crown land', as land in which MHCLG has a relevant interest. MHCLG and the Secretary of State are responsible for its maintenance.

This application for Crown Development is submitted pursuant to section 293D of the Town and Country Planning Act 1990 (as amended).

MHCLG's appointed Principal Contractor is carefully and sensitively taking down Grenfell Tower. These works are being conducted under permitted development (PD) rights granted to the Applicant by Part 19 Class Q of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015. This application aims to secure the necessary consent to complete the works, noting that this does not include the basement. Notification to utilise these PD rights was issued by MHCLG on the 23rd of September 2025.

1.1 The Proposed Scheme

The Proposed Scheme comprises the works to carefully and sensitively take down Grenfell Tower. The basement will be retained and protected with a waterproof topping. An access point will be provided to ensure safe access into the existing (retained) basement.

The non-urgent Crown Development application for full planning permission is sought for the following description of development:

"The works to take down Grenfell Tower".

The sensitive works to carefully take down Grenfell Tower are being carried out using the best practicable means, in accordance with BS:6187:2011 and the Code for Demolition at all times. This includes specialist deconstruction equipment, diamond drilling and wire sawing, coupled with traditional deconstruction methods. All works are supported by a luffing jib tower crane located to the north-east of the building.

Larger building elements, including columns, spandrel panels/deep beams, roof-level crown and sections of the existing floor slab, are wire-sawn, detached, lifted down with the crane, then removed from the Site to suitable storage or laid to rest. Smaller materials are transported vertically within the structure, brought out using bobcat shovels, and removed from the Site to be laid to rest.



2. Policy and Legislative Context

This Transport Statement has been prepared in accordance with relevant national, regional, and local planning policies and guidance documents. The following authorities govern the transport and logistics strategy for deconstruction. The consent-granting body for the project is the Secretary of State for Housing, Communities and Local Government (SoSHCLG), who is a national-level body. The Greater London Authority (GLA) is the regional authority for the Site. The Site is located within the RBKC, who acts as the local highway authority for the surrounding roads, aside from A40 Westway and A3220 West Cross Route which is part of TfL's Transport for London Road Network (TLRN).

2.1 National Policy

National Planning Policy Framework (NPPF) (2024)

The National Planning Policy Framework (NPPF) is the UK Government's overarching planning policy document for England, setting out how the planning system should operate. It provides the national policy context within which local authorities prepare their Local Plans and make planning decisions. The NPPF contains a dedicated chapter titled Promoting Sustainable Transport (paras 109–118) which best relates to construction logistics, construction traffic, and access management:

- Paragraph 109 states that “transport issues should be considered from the earliest stages” of development, including “understanding and addressing the potential impacts of development on transport networks” and “identifying and pursuing opportunities to promote walking, cycling and public transport use”.
- Paragraph 114 stresses the “importance of providing adequate overnight lorry parking facilities to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance”.
- Paragraph 115 requires that “safe and suitable access to the Site can be achieved for all users.”
- Paragraph 115 also states that “any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”
- Paragraph 116 states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- Paragraph 118 states that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored”.

Traffic Management Act (2004)

Places a duty on local traffic authorities to manage their road network to secure the expeditious movement of traffic. The logistics for the Proposed Scheme have been designed to minimise impact on the expeditious flow of traffic on the RBKC network.

Control of Pollution Act 1974 (CoPA) – Sections 60 & 61

While primarily a mechanism for noise control, CoPA empowers the Local Authority to dictate the permitted hours of Site operation, thereby strictly regulating the permissible windows for vehicle arrival and departure. The Act requires the adoption of “Best Practicable Means” (BPM) to minimise off-site impacts, effectively mandating the use of modern, quieter vehicle fleets and the prohibition of unnecessary engine idling within the Site boundary.



2.2 Regional Policy

The London Plan (2021)

The London Plan is the statutory spatial development strategy for Greater London, written by the Mayor of London and published by the GLA. The following policies are of pertinence to the Proposed Scheme:

- Policy T4 (Assessing and Mitigating Transport Impacts): This policy sets out how development proposals must evaluate and address their impact on London's transport networks. Its focus is on ensuring that new development does not harm – and ideally supports – the safe, efficient, and sustainable operation of transport infrastructure
- Policy T7 (Deliveries, Servicing, and Construction): This policy covers how freight and servicing activity should be managed across London, including during construction phases. It requires developments to plan freight impacts carefully and minimise construction-related vehicle trips

Mayor's Transport Strategy (2018)

The Mayor's Transport Strategy is the Mayor of London's statutory plan for the planning, management, and development of transport across Greater London. Construction logistics is governed in the MTS primarily through freight and servicing policies, the Healthy Streets approach, and Vision Zero road safety requirements, all of which shape how construction traffic is planned, controlled, and mitigated in London.

- Freight & Servicing Policies: Core category that governs construction deliveries, routing, timing, vehicles, and impacts.
- Healthy Streets / Traffic Dominance Reduction: Limits on vehicle movements, need to minimise street disruption and prioritise walking/cycling, so that construction traffic does not undermine Healthy Streets principles.
- Vision Zero (Safe Streets / Safe Vehicles): TfL's programme to eliminate all deaths and serious injuries from London's transport network. It is a core commitment within the Mayor's Transport Strategy and is built on the principle that no loss of life on the roads is acceptable or inevitable. This drives consideration and management of construction HGVs and vulnerable road user protection.
- Safety standards for construction HGVs, speed restrictions, and vulnerable-road-user protection.

2.3 Local Policy

RBKC Local Plan (2024)

RBKC local policies are the formal planning policies set out within the Local Plan 2024, which guide how land is used and developed across the borough. These policies shape decisions on planning applications and ensure development supports the borough's vision of being Green, Inclusive and Liveable. The Local Plan sits alongside the London Plan, national policy, and neighbourhood plans, forming the statutory Development Plan for RBKC. The key policies are:

- Policy TR1 (Sustainable Transport): ensures that development mitigates its impact on the highway network and promotes modal shift away from private vehicles.
- Policy TR6 (Active Travel): requires all new development to maximise trips made by sustainable transport modes, prioritising walking, cycling, and public transport use.



The RBKC Code of Construction Practice (CoCP) sets out the Borough's requirements for managing construction impacts, including restricted hours of operation for noisy works and vehicle movements.

The RBKC Transport Supplementary Planning Document (SPD) provides specific guidance on the requirement for Construction Traffic Management Plans (CTMPs) to protect residential amenity.



3. Site Accessibility and Baseline

The Grenfell Tower Site is located within the RBKC. It benefits from strong Public Transport accessibility as follows:

- Underground: Latimer Road Station (Hammersmith & City, Circle lines) is approximately 250m from the Site.
- Overground: Shepherd's Bush Station is approximately 1.6km (20min walk) from the Site, and the overground service connects to Stratford and the wider rail network through Clapham Junction.
- Bus: Multiple bus routes serve the nearby Bramley Road and Ladbroke Grove.
 - Bramley Road: Bus routes 295 and 316.
 - Ladbroke Grove: Bus routes 23, 52 and 228.
- Cycle facilities including hire, parking and designated routes.

This results in a Public Transport Accessibility Level (PTAL) Classification Rating of 4, representing "Good public transport accessibility". Therefore, the Site supports a "sustainable transport first" strategy for workforce travel. Additionally, the site offers 7.4kW charging pods, and the use of electric vehicles for visitors and staff is encouraged.

All vehicles, Site workers and visitors should access the Site via the entrance located at Grenfell Road (Figure 3-1)¹.

The Site operates under limited opening and working hours. Project hours on Site are:

- Monday to Friday:
Site opening hours from 07:00 to 18:00
Working hours from 08:30 to 17:00
- Saturday: no working hours applicable. In exceptional circumstances, occasional weekend work may be necessary.

Working outside the above noted hours is subject to prior arrangement and approval from MHCLG.

Figure 3-1 shows the Site location in the context of its entrances and surrounding active travel and public transport infrastructure.

¹ There is an access point via Station Road, although all arrivals should report to site via Grenfell Road.



Figure 3-1 - Grenfell Tower with transport infrastructure and entrances

4. Trip Generation

The operational profile for the works to carefully take down Grenfell Tower is defined by low-intensity, highly controlled movements. The trip profile for staff arriving and departing the site is largely based upon the use of public transport.

Work to carefully take down the Tower has been underway since September 2025. Commuter patterns, and therefore trip generation and modal choice, are founded upon existing data. Both workforce and construction traffic (lorries removing material off site and the delivery of plant and equipment) trip generation or profile is not expected to change significantly throughout the remaining programme of works.

Likewise, the routes used by all lorries were identified in the Traffic Management and Logistics Plan ahead of the commencement of works and have not changed since works commenced under permitted development rights. They are not expected to change for the remainder of the Proposed Scheme.

4.1 Personnel Movements

As of January 2026, there are 51 personnel on-site from Monday to Friday. Working hours are between 08:30 and 17:00 on weekdays, but up to seven security personnel attend Site both weekdays and weekends.

The recorded weekday modal split is:

- Public Transport: 41 staff travel via public transport (Tube/Bus/Overground).
- Active Travel: 2 staff cycle and 3 walk to the site daily.
- Private Transport: 5 staff travel to Site by van.

The weekend transport modes consist of an even split between public transport and car/van usage.

Table 4-1 - Commuter Mode Share

Mode	Number of Staff Weekdays	Number of Staff Weekends
Public Transport	41	4
Active Travel - Walking or Cycling	5	0
Private Transport - Car or Van	5	3
Total	51	7

According to a pedestrian survey carried out in 2023², Figure 4-1 shows the daily number of pedestrians in the area surrounding Grenfell Tower, where the busiest locations are observed along Bramley Road and between the Kensington Aldridge School and the Leisure Centre.

² Atkins and Faithful+Gould (2023), Ladbroke Grove Site: Transport and Pedestrian Movement Assessment. Study commissioned by Department of Levelling Up, Housing and Communities.

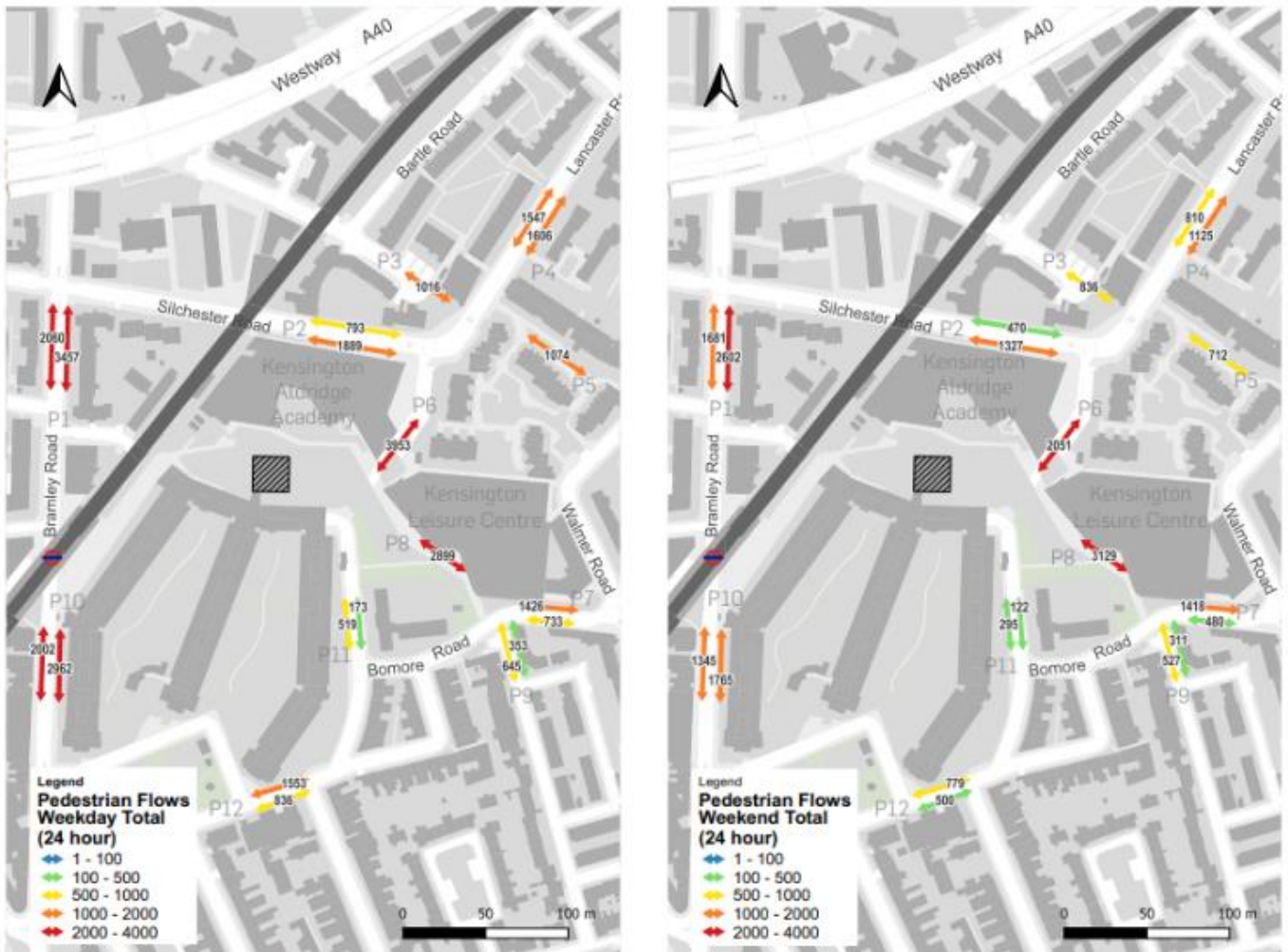


Figure 4-1 - Daily total pedestrian flows for weekdays (left image) and weekends (right image) – June/July 2023

Although no information is available with regard to the underground station or bus route used by staff when accessing the site by public transport, it is reasonable to assume that most staff would utilise Latimer Road underground station (Hammersmith & City, and Circle lines) or Bus Routes 295 and 316, being the closest services for access. Alternative underground stations, such as Holland Park serving the Central line, are over 1.5km from the site and it is very likely that workers would utilise Bus Routes 295 and 316, which run from the Holland Park area towards Kensington / North of Westway (Figure 4-2).

Within the immediate vicinity of the Site, the most likely route that workers will use to reach the Grenfell Road entrance, due to its accessibility and legibility, is via Bramley Road, Whitechurch Road, and Grenfell Road (Figure 4-3).





Figure 4-2 - Bus routes and underground stations serving the Site

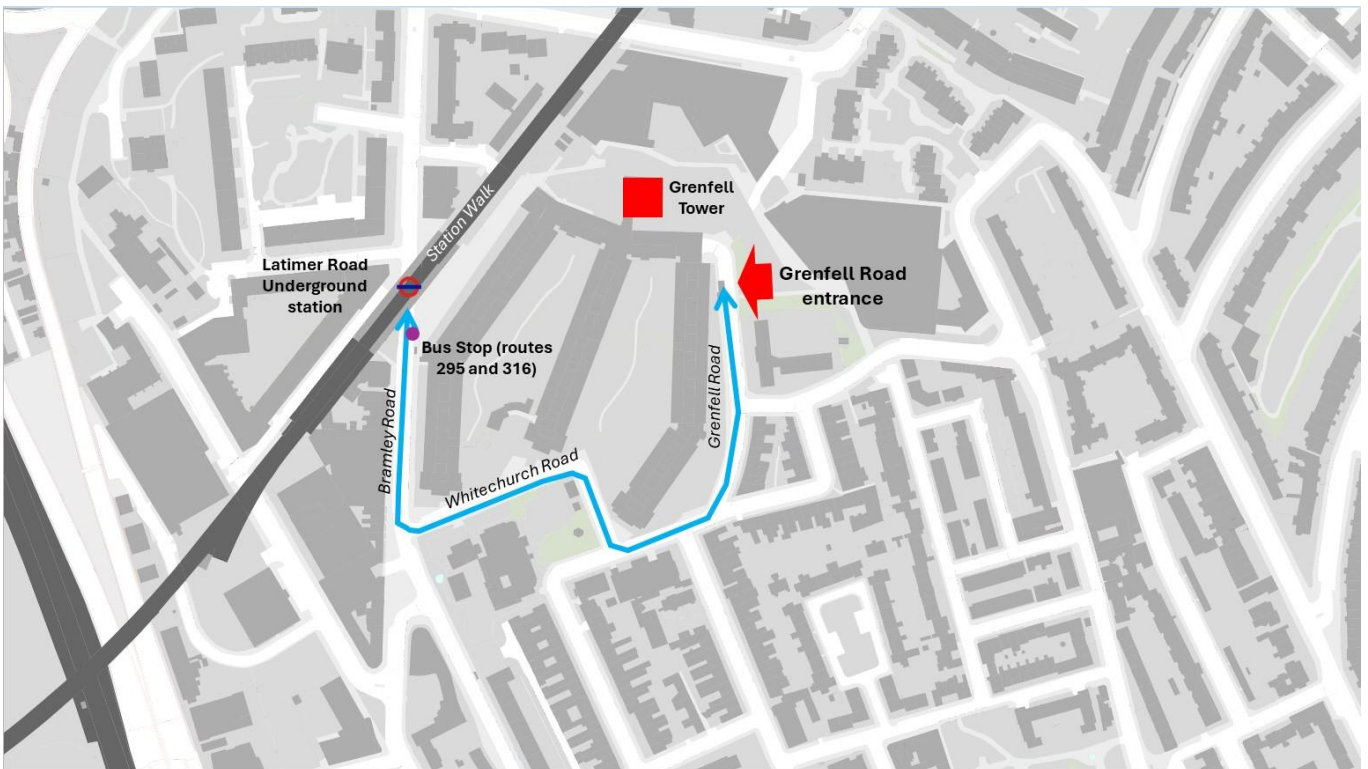


Figure 4-3 - Pedestrian routes between the Site and public transport

To assess the impact that the increased number of workers will have on the street network, Pedestrian Comfort Levels (PCL) were calculated.

Pedestrian Comfort Levels (PCL) is an assessment methodology, developed by TfL, used to measure the capacity of a walking facility to accommodate pedestrian flows. It considers the level of pedestrian flow in conjunction with

the footway width available for the public, focusing on the narrowest segments available. The output of the analysis is given by the number of pedestrians (walking) per minute per linear metre width of footway (ppmm). This output value is then ranked from A+ (< 3ppmm), where there is sufficient space for pedestrians to select their own walking speed and avoid conflict with others to E (> 35ppmm), where walking speed is extremely restricted and there is unavoidable contact with other pedestrians³. The scoring for the TfL Pedestrian Comfort Level Guidance is shown in Table 4-2 below.

Table 4-2 – Guidance on Pedestrian Comfort Levels on Footways

Score	Description	Traffic Condition	User Experience
PCL A (A+, A and A-)	Comfortable	Very Low	Pedestrians have total freedom of movement. They can walk at their desired speed and bypass slower pedestrians easily without conflict.
PCL B (B+, B and B-)	Recommended	Low to Moderate	The target standard for most London streets. Pedestrians can generally walk at their desired speed but may need to adjust their path slightly to avoid others. There is enough space for people to pass one another.
PCL C (C+, C and C-)	Crowded	Moderate to High	Movement becomes constrained. Pedestrians experience frequent conflicts and are often forced to adjust their walking speed or direction to avoid others. Overtaking is difficult.
PCL D	Uncomfortable	High	Severely restricted movement. Walking speed is dictated by the crowd. Users have very little freedom to choose their path.
PCL E	Very Uncomfortable	Very High	Breakdown of flow. Pedestrians are forced to shuffle or stop frequently. Queuing conditions (like leaving a stadium).

According to the TfL publication, Pedestrian Comfort Levels should be calculated during morning and/or afternoon peak times when the highest number of pedestrians are normally observed. In this case, the afternoon peak coincided with school leave. The number of pedestrians was calculated by adding the observed flows from the 2023 survey⁴ to the staff number provided by the Site manager for weekdays. Assessment of weekend flows was not undertaken as the number of staff working on Site is negligible (refer to Table 4-1 - Commuter Mode Share). Table 4-3 and Table 4-4 below summarise these results.

³ TfL (2010) Pedestrian Comfort level Guidance.

⁴ Ibid footnote 1.



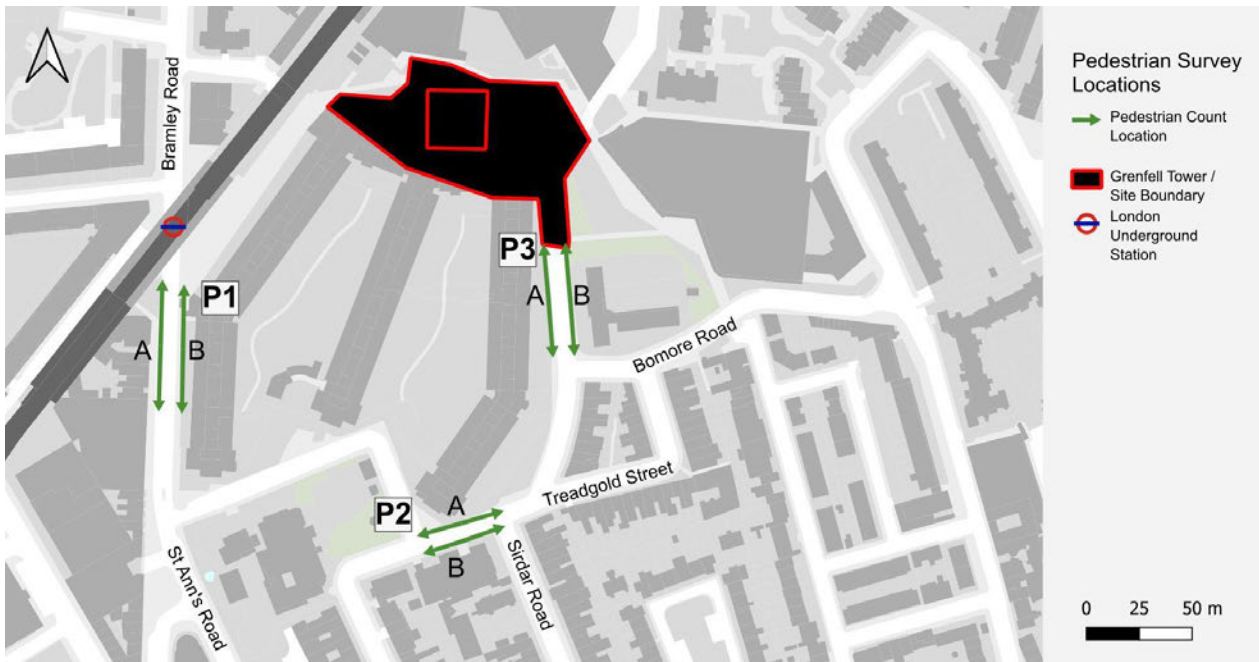


Figure 4-4 - Pedestrian survey locations

Table 4-3 - Pedestrian Comfort Level results for the AM Peak

Location	Baseline (ppmm)	Baseline PCL Score	Deconstruction (ppmm)	Deconstruction PCL Score
P1A	1.6	A+	1.6	A+
P1B	2.6	A+	2.9	A+
P2A	6.8	A-	7.4	A-
P2B	1.7	A+	1.8	A+
P3A	1.8	A+	2.3	A+
P3B	0.3	A+	0.4	A+

Table 4-4 - Pedestrian Comfort Level results for the PM Peak

Location	Baseline (ppmm)	Baseline PCL Score	Deconstruction (ppmm)	Deconstruction PCL Score
P1A	2.3	A+	2.3	A+
P1B	3.9	A	4.2	A
P2A	5.5	A	6.1	A
P2B	1.1	A+	1.4	A+
P3A	1.2	A+	1.7	A+
P3B	0.3	A+	0.4	A+

Prior to the commencement of works to carefully take down Grenfell Tower, the pedestrian environment can be considered as being very comfortable with the lowest PCL possible, ranking A+ to A- in all locations. Analysis shows that the PCL for all locations will remain the same despite the addition of workforce staff; therefore, it can be



concluded that the increased number of workers resulting from the works to carefully take down Grenfell Tower will have a negligible impact on Pedestrian Comfort Levels in the area.

4.2 General Traffic

No private vehicle parking is allocated for general staff within the Site or in the surrounding area. Up to five staff members drive to work daily⁵, from which three vehicles can be accommodated within the secure Site curtilage or designated holding areas, ensuring minor impact on on-street residential parking bays. However, there are subcontractors that also travel by van to Site to carry specialist tools, consumables or replacement parts, on an ad hoc basis. This results in around two to three vehicles parking in non-residential bays around the Site area.

Table 4-5 - Typical frequency of car/van movements

Vehicle	Round trips per week	LGV movements per week	Daily equivalent movements
Main contractor vans	25	50	10
Sub-contractor vans	15	30	6
Community van	2	4	0.8
Total	42	84	16.8

The impact of car and van trips related to the Proposed Scheme is negligible due to the low number of vehicle movements, as well as the surrounding roads carrying significant traffic flows. The site offers two 7.4 kW EV pod charging points, allowing convenient charging for visitors' and site vehicles. This decreases dependence on petrol and diesel vehicles while supporting the project's focus on lower emission transport options.

4.3 Heavy Goods Vehicles (HGVs)

Removal of elements from the Tower is managed via static containers and Site-based tipper trucks. There are two HGVs which are based within the Site and are used on a daily basis, and up to three external HGVs that come into the Site on a per need basis. Material is loaded into static containers (either 12 or 40 yard), which are then loaded onto the lorries via container exchange⁶. All loading occurs within the Site boundary, ensuring no blocking of the public highway. Loading and unloading only occur between the designated working hours of 08:30 and 17:00, as outlined in Section 3. HGV trips are subject to additional time restrictions and cannot enter or exit the Site between the hours of 08:45 – 09:30 and 14:30 – 15:30 to avoid school travel windows. This means that HGVs are allowed to enter and exit the Site for just under seven hours per day.

The following HGVs attend the Site:

- Site-based Tipper Trucks: Site material is loaded directly onto the two 4-axle HGVs.
- Large Lorry: 4-axle HGV that transports a 40-yard container via container exchange.
- Small Lorry: 2-axle HGV that transports a 12-yard container via container exchange.
- Scaffolding Lorry: removes surplus scaffolding.

⁵ Three staff arrive by van daily, with the remaining car users being the day/night security staff.

⁶ The skip lorry will deliver an empty skip and collect a full one.



HGV Routes

To minimise impact on the local community, all HGV traffic strictly follows the route defined in the Traffic Management & Logistics Plan. Large vehicles can only approach from Shepherd’s Bush Roundabout (A3220 heading east onto A402 Holland Park Avenue).

The specifics of the approach route into the Grenfell Site from A3220 and Shepherd’s Bush roundabout are:

- Turn North into Royal Crescent along St Anns Villas.
- Turn Right into Wilsham Street.
- Continue North along Sirdar Road.
- Turn Right into Treadgold Street and then Grenfell Road.

HGV access to the Site is solely via Grenfell Road and the Main Gates. The exit route is similar to the above and both are shown in Figure 4-5.

Sirdar Road and Grenfell Road are also access routes to local schools, Kensington Aldridge Academy and Avondale Park Primary School, as well as a local destination, Kensington Leisure Centre. This means that high pedestrian footfall is expected along these roads at specific times, such as at school start and finish times. This consideration resulted in HGV movement pauses in the hours between 08:45 – 09:30 and 14:30 – 15:30 to minimise vehicle interactions with pedestrians.

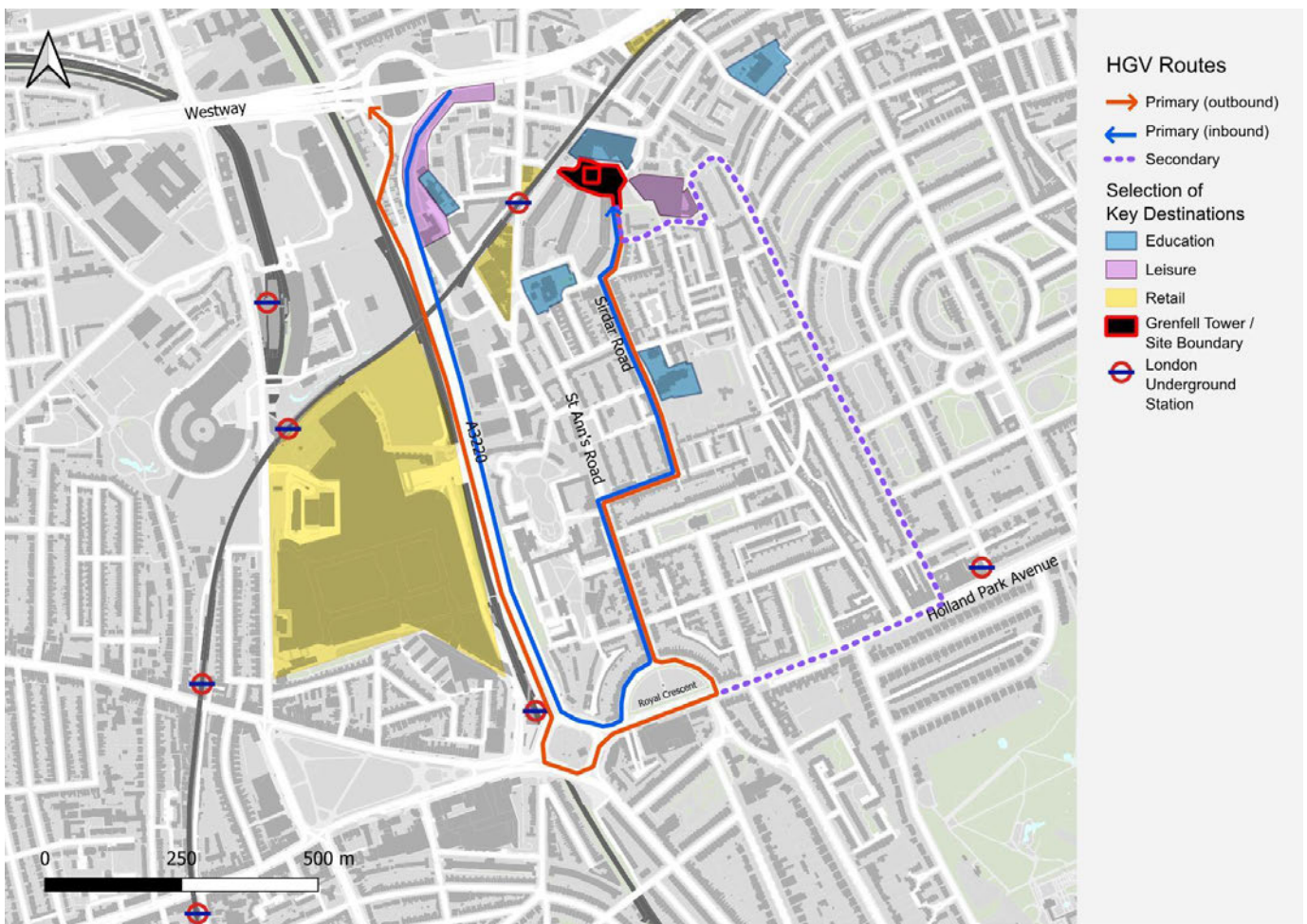


Figure 4-5 - HGV Routes as described in the Transport Management and Logistics Plan



HGV Movement Frequency

The different HGV types are required at varying frequencies. All deliveries are organised and pre-booked via an electronic system, and the Logistics Manager allocates 45-minute loading/unloading slots to prevent queuing, limiting the maximum number of trips HGVs can undertake on a given day.

- Site-based Tipper Trucks: on average, 4 trips per day, to a maximum of 6 round trips per day.
- Large container Lorry: 3 round trips once a week, on the same day.
- Small container Lorry: 1 round trip every two weeks.
- Scaffolding Lorry: 1 trip per week.

For all HGVs, round trips represent two movements: departure and arrival to and from the Site. Table 4-6 calculates the typical frequency of lorry movements on a given week and day.

Table 4-6 - Typical frequency of lorry movements

Vehicle	HGV round trips per week	HGV movements per week	Daily equivalent movements
Tipper Truck (Site-based)	20	40	8
Scaffolding Lorry	1	2	0.4
Large Skip lorry	3	6	1.2
Small Skip Lorry	0.5	1	0.2
Total	24.5	49	9.8

These HGVs generate on average 10 daily movements (both arrivals and departures), with a typical day having as few as eight movements, and up to a theoretical maximum of 22 movements. However, given that a single HGV loading/unloading activity has an assigned time slot of 45 minutes, it is unlikely that this many movements could be realistically carried out in a single day and would be limited to around 18 HGV movements. HGVs can operate in and around the Site for only seven hours per day, reducing the number of vehicles that can enter the Site on any given workday, as referenced at the start of this section.

To compare the impact of works-related HGV traffic on the local road network, data on directional baseline flows were collected on 28 and 29 June 2023, from 00:00 – 23:59 continuously via video footage for the following locations:

- Grenfell Road.
- Treadgold Street.
- St Ann’s Road.
- Bramley Road.

The survey enabled the study of vehicular activity on local roads on a typical weekday. This data was supplemented by equivalent existing DfT count points⁷ for the following strategic roads:

- Holland Park Avenue A402 (DfT Count point 46435, AADT for 2023).
- West Cross Route A3220 (DfT Count point 74539, AADT for 2023).

⁷ [Road Traffic website - Count points](#)



DfT data represents directional annualised average daily traffic. Both datasets were filtered for HGVs to produce a baseline HGV movement plan for both local and strategic roads, with additional HGV traffic added along the programmed lorry route⁸. The impact of works traffic on the local transport network is shown in Figure 4-6 below.

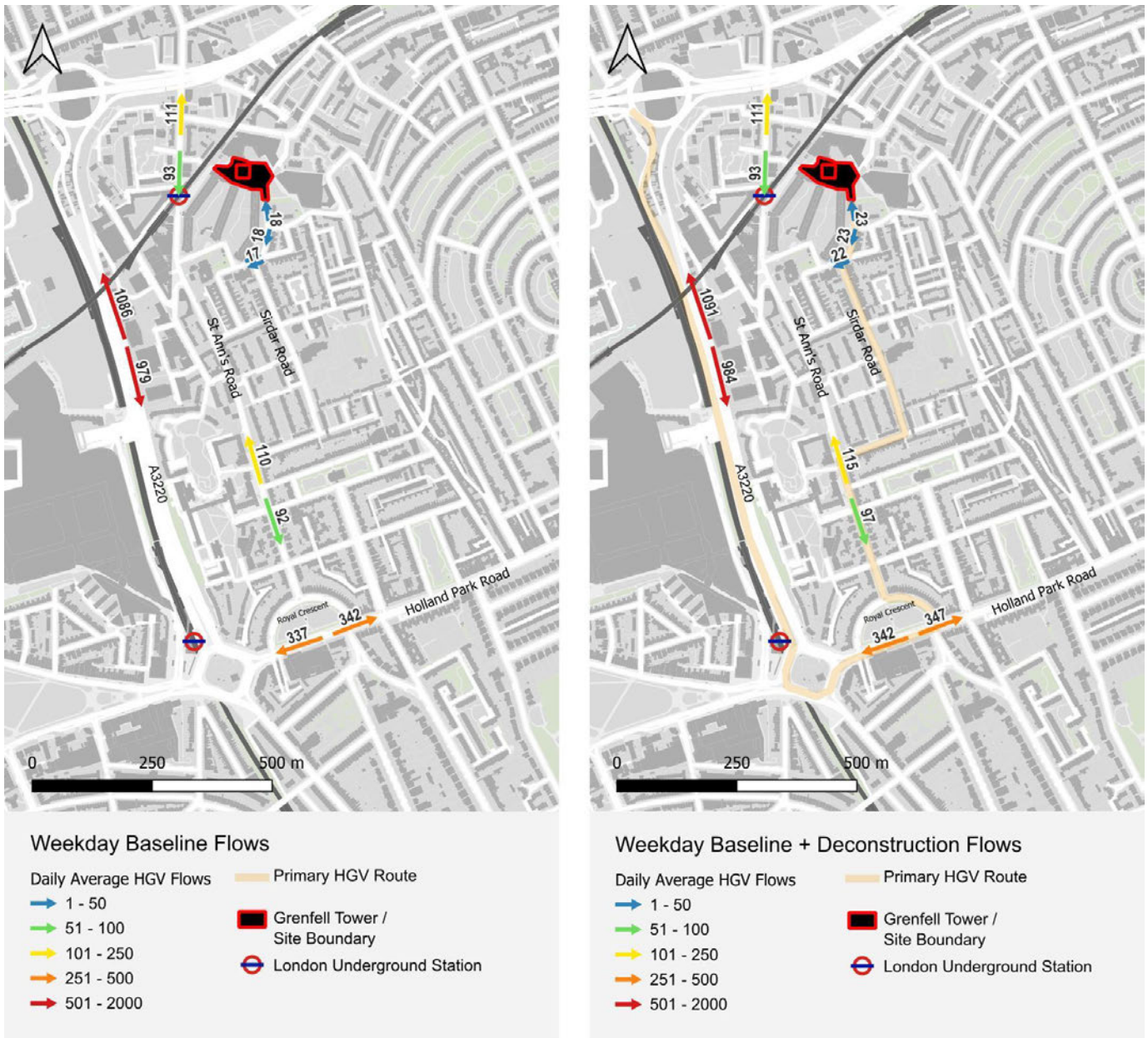


Figure 4-6 - Baseline HGV Flows (left) and increased HGV traffic after the start of the Proposed Scheme (right).

⁸ HGV Flows at baseline at specific locations such as Grenfell Road and Treadgold Street indicated some HGV movement predating the Proposed Scheme (18 HGVs per day).



Collisions

Since the start of the works to carefully take down the Tower, no collisions involving Site vehicles have been recorded.

Looking at historical collision trends in the local area, before the start of the Proposed Scheme and for the latest five years (2021-2025), shows that 36 collisions involving HGVs occurred along the access route to Grenfell Tower. Of these collisions, only one involved a pedestrian⁹. Collisions around the Site area are shown in Figure 4-7 (below).

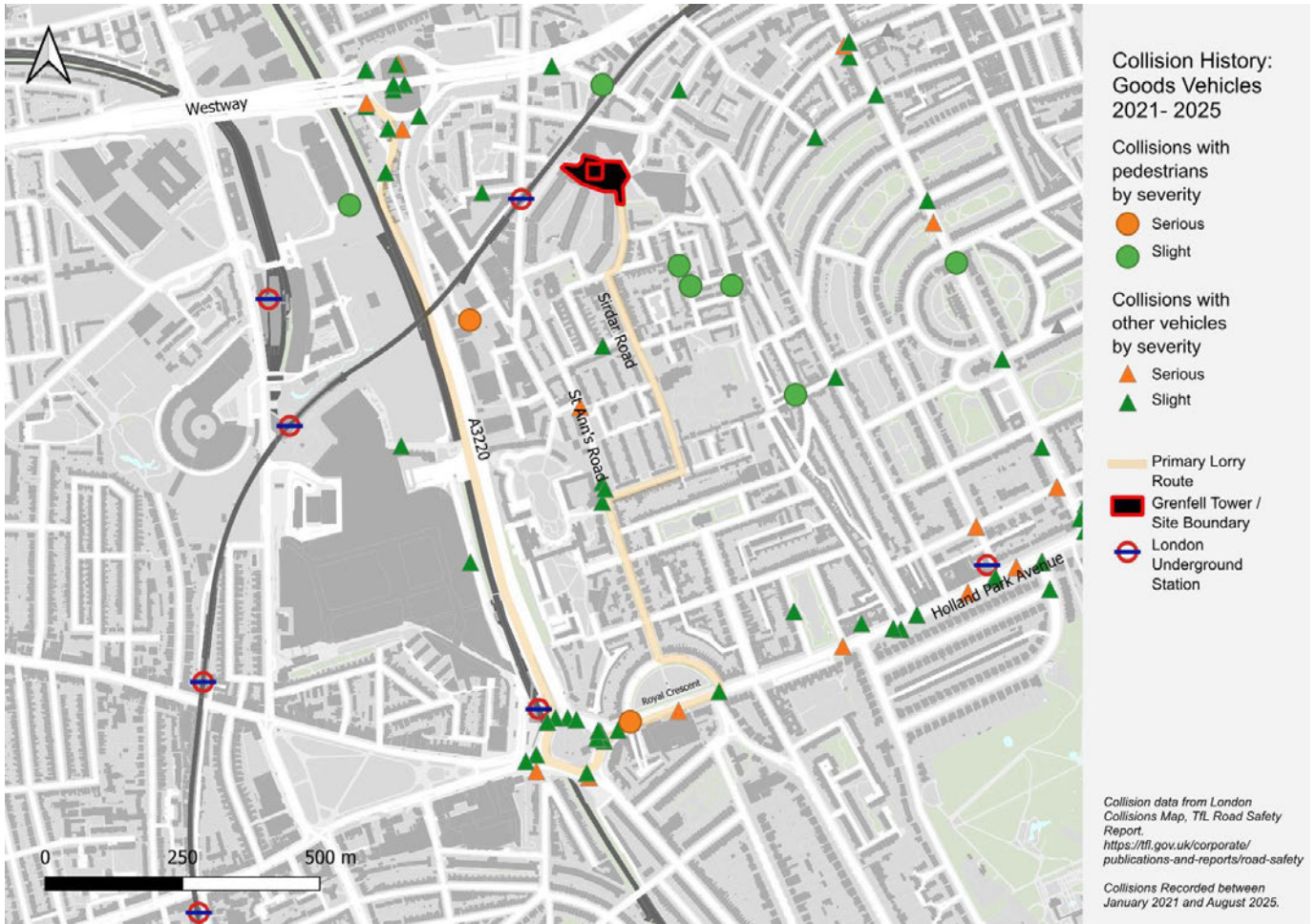


Figure 4-7 - Collision History for the area surrounding the Site and HGV Route for the latest five years of available data (Jan 2021- Aug 2025).

Whilst no collisions have been recorded so far, HGV drivers have, and will continue to, take care when manoeuvring around the following collision hotspots:

- The junction between Wilsham Street and St Ann’s Road: three historical collisions recorded.
- The junctions between Royal Crescent and Holland Park Avenue: two historical collisions recorded between goods vehicles and vulnerable road users.
- Holland Park Roundabout: 13 historical collisions recorded, including one between a goods vehicle and a cyclist.
- Westway Roundabout: 12 historical collisions recorded, especially between goods vehicles and motorcycles.

⁹Pedestrian collision recorded in October 2022.



Marshalling

The project employs four full-time traffic marshals. A minimum of two marshals manage the pavement during any vehicle movement to ensure pedestrian safety along Treadgold Street and the north end of Sirdar Road. A maximum speed limit of 5mph is enforced within the Site. Traffic marshals also supervise any HGV reversing movements; however, swept path analysis provided in the Traffic Management & Logistics Plan shows that no reversing is required outside of the Site boundary.



Figure 4-8 – Approach to Site on Treadgold Street



Figure 4-9 – Sirdar Road, part of the HGV Route.

5. Impact Assessment

5.1 Traffic Impact

The generation of between 10-18 HGV movements and 17 van movements per day constitutes a minimal increase in traffic flow. This volume is statistically insignificant against the background traffic flow of most of the surrounding network and will not affect junction capacity or journey times. There is some impact on roads that don't usually experience high levels of HGV traffic, such as Treadgold Street and Sirdar Road, where HGV flows are likely to double from the 2023 baseline. However, residents have not been negatively affected based on the feedback received by MHCLG¹⁰.

5.2 Parking Impact

On-site parking is available, in practice, between 07:45 and 17:30¹¹. In the rare occasion that vehicles arrive outside of this time window, they will be required to use nearby residential roads for parking. Only five regular staff travel to work by car or van, and three of them can park within the Site boundary in unallocated spaces. Additionally, the provision of two 7.4 kW EV pod charging points facilitates car and van trips being undertaken by lower-emission vehicles. Since over 90% of the workforce accesses the Site by public transport or active travel, the effect of commuting on local parking availability is expected to be negligible.

Due to limited parking capacity within the Grenfell Site boundary, subcontractors may occasionally need to park on the street where appropriate; however, the number of subcontractor vehicles present on a typical day is no more than three, ensuring any associated parking demand remains minimal and manageable within the surrounding road network.

The only road affected by the works to carefully take down Grenfell Tower is the northern section of Grenfell Road, which currently has a parking suspension for allocated parking. However, no resident parking has been impacted as part of this suspension¹².

5.3 Impact on the Public

MHCLG organises monthly community engagement sessions, which offer residents an opportunity to 'Meet the Contractor.' The purpose of these sessions is for the local community to ask questions and raise any concerns about the impact the process of carefully taking down the Tower has on them, which may include any transport-related issues. As of January 2026, no complaints or concerns have been raised regarding staff, HGV, or other vehicle movements associated with the Grenfell Site works¹³.

¹⁰ One complaint was received regarding noise from an HGV air horn, which relates to noise impacts, assessed in a separate note. No other complaints received.

¹¹ The Traffic Management Plan outlines an official Site opening time of 7:00, but vehicle access is not given until 7:45. The pedestrian gates can be accessed from 7:00.

¹² RBKC housing estate allocated guest bays were suspended.

¹³ Ibid 11.



6. Mitigation & Management

To ensure the sensitivity of the operation and safety of the highway, the following measures are being enforced:

- **Unmarked Vehicles:** In line with government protocol, lorries and trucks will be unmarked to respect the dignity of the Site.
- **Banksmen and traffic marshals:** Qualified banksmen or traffic marshals will supervise all vehicle access and egress to ensure pedestrian safety on Grenfell Road. It is also recommended that traffic marshals supervise movements on Sirdar Road to prevent conflict between road users.
- **Timing:** HGV movements are limited to Site operating times of 08:00 – 18:00, Monday to Friday. HGV trips are also scheduled to avoid school start and finish times (specifically Kensington Aldridge Academy and the Avondale School) to further reduce interaction with pedestrians. HGV movement pauses are enforced between 08:45 – 09:30 and between 14:30 – 15:30 to align with school travel windows.
- **Collision hotspots:** HGV drivers will be informed of collision hotspots around the Site area, and movements will be carried out with additional awareness and care.



7. Conclusion

Prior to the commencement of works to carefully take down Grenfell Tower, the pedestrian environment was very comfortable with the lowest PCL possible, ranking A+ or A in all locations. Analysis shows that the PCL for all locations will remain the same despite the additional workers; therefore, it can be concluded that the increased number of workers resulting from the works to carefully take down Grenfell Tower will have a negligible impact on the pedestrian comfort levels in the area.

Likewise, the work to carefully take down Grenfell Tower generates an extremely low volume of traffic (approx. 10 HGV movements per day). The workforce is heavily skewed towards public transport use. Consequently, it is concluded that the development will have a negligible impact on the existing transport network, parking, and highway safety.



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