

APPENDIX D

HOTEL TRICS OUTPUTS – AVERAGE TRIP RATES

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

01	GREATER LONDON	
CN	CAMDEN	1 days
GR	GREENWICH	2 days
HK	HACKNEY	2 days
HO	HOUNSLOW	2 days
MR	MERTON	1 days
NH	NEWHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
 Range: 82 to 224 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 16/06/10

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	4 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	3
Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	2

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	1
Built-Up Zone	2
High Street	1
No Sub Category	4

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLECalculation factor: **1 BEDRMS****BOLD** print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	9	137	0.132	9	137	0.222	9	137	0.354
08:00 - 09:00	9	137	0.169	9	137	0.424	9	137	0.593
09:00 - 10:00	9	137	0.179	9	137	0.259	9	137	0.438
10:00 - 11:00	9	137	0.137	9	137	0.214	9	137	0.351
11:00 - 12:00	9	137	0.097	9	137	0.156	9	137	0.253
12:00 - 13:00	9	137	0.152	9	137	0.196	9	137	0.348
13:00 - 14:00	9	137	0.160	9	137	0.192	9	137	0.352
14:00 - 15:00	9	137	0.158	9	137	0.133	9	137	0.291
15:00 - 16:00	9	137	0.176	9	137	0.199	9	137	0.375
16:00 - 17:00	9	137	0.230	9	137	0.169	9	137	0.399
17:00 - 18:00	9	137	0.297	9	137	0.215	9	137	0.512
18:00 - 19:00	9	137	0.307	9	137	0.261	9	137	0.568
19:00 - 20:00	9	137	0.280	9	137	0.238	9	137	0.518
20:00 - 21:00	9	137	0.285	9	137	0.167	9	137	0.452
21:00 - 22:00	9	137	0.300	9	137	0.133	9	137	0.433
22:00 - 23:00	1	108	0.000	1	108	0.000	1	108	0.000
23:00 - 24:00	1	108	0.056	1	108	0.056	1	108	0.112
Total Rates:			3.115				3.234	6.349	

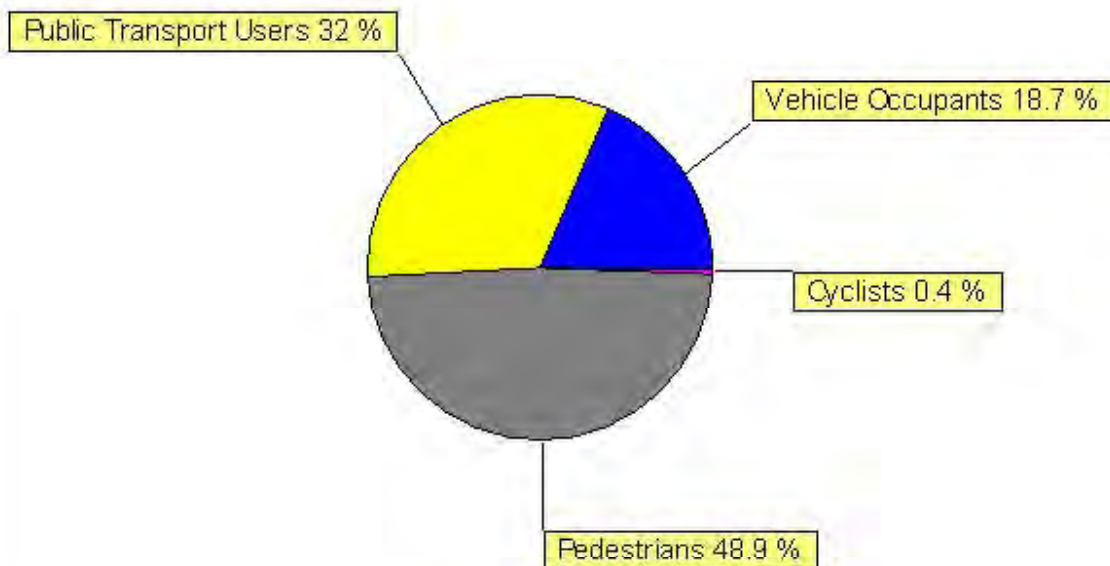
Parameter summary

Trip rate parameter range selected: 82 - 224 (units:)
 Survey date range: 01/01/03 - 16/06/10
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

APPENDIX E

HOTEL TRICS OUTPUTS - AVERAGE MODAL SPLIT (INCLUDING VEHICLES)

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times

APPENDIX F

DRAFT CONSTRUCTION LOGISTICS PLAN

TRANSPORT

Gaylord Investments Ltd
Proposed hotel
Euston Road,
Camden,
London

Construction Logistics Plan



Integrated Engineering and Environmental Consultants

environmental | water | transportation | civil | structural | highways | infrastructure

BWB
CONSULTING

TRANSPORT

Gaylord Investments Ltd
Proposed hotel
Euston Road,
Camden,
London

Construction Logistics Plan

BWB Consulting
3-4 Kayes Walk
The Lace Market
Nottingham
NG1 1PY
Tel: 0115 9241100

www.bwbconsulting.com

Ref: CH/RE/BMT197

Date: May 2011

DOCUMENT REF: BMT197 CLP		JOB NUMBER: BMT197			
REV. NO.	DESCRIPTION:	AUTHOR	CHECKED	APPROVED	DATE
1	Internal draft	RE			23.05.11
2	Draft issued to Client team	RE	CH	CH	27.05.11
3					
4					

CONTENTS PAGE

	Page
1.0 INTRODUCTION	1
2.0 CONSTRUCTION LOGISTICS PLAN	2
3.0 CONSTRUCTION VEHICLE STRATEGY	5
4.0 SUMMARY	7

Figures

Figure 1	General site location
Figure 2	Detailed site location

Drawings

BMT/197/001 revision P1	Swept paths of construction vehicles servicing the site
-------------------------	---

1.0 INTRODUCTION

- 1.1 BWB Consulting Ltd were commissioned by Gaylord Investments Ltd to provide transport and highways advice in support of an outline planning application for the redevelopment of the Northumberland Hotel and surrounding properties at Euston Road in Camden, London. The general and detailed site location is shown in Figures 1 and 2 respectively.
- 1.2 As shown in Figure 2, the proposed development would have site frontages onto Euston Road, Birkenhead Street and Crestfield Street, with the main access to the hotel from Crestfield Street. It would comprise seven floors, containing:
- the hotel accommodation (167 bedrooms)
 - hotel facilities including 344sqm reception foyer on the ground floor
 - 697sqm GFA of Therapeutic Community uses (including 11 bedrooms for Semi-Independent Living and 10 bedrooms for Respite Care)
 - small individual retail units, with a total GFA of 473sqm fronting Euston Road on the ground floor (replacement of existing).
- 1.3 This report forms the Construction Logistics Plan (CLP) for the proposed development, and has been produced following a review of the Transport for London (TfL) 'Building a better future for freight: Construction Logistics Plans' document.
- 1.4 The report is structured as follows:
- Section Two reviews the local highway network, and the routes that construction delivery and collection vehicles can take, and potential locations for them to park.
 - Section Three details the strategy for organising and using construction vehicles, including measures to reduce the number and impact of construction vehicles, use environmentally-friendly contractors, and source items locally where possible.

2.0 CONSTRUCTION LOGISTICS PLAN

2.1 Local highway network and routes for collection and delivery

- 2.1.1 The proposed development site is constrained, and therefore construction vehicles associated with the collection and delivery of materials during the construction process will not be able to park within the site. Therefore, it is necessary to review the local highway network to determine the most appropriate place for construction deliveries and collection to occur.
- 2.1.2 As shown in Figure 2, the proposed development would have site frontages onto the A501 Euston Road (to the north), Birkenhead Street (to the north-east) and Crestfield Street (to the south-west).
- 2.1.3 The A501 Euston Road is a 'Strategic Red Route' and therefore waiting and stopping are prohibited at all times. The road forms part of the Greater London Authority 'Primary Network Route'; and is designated as a 'Traffic Sensitive Route' in relation to street works. The road also provides a key bus route for a number of services.
- 2.1.4 The A501 Euston Road is a dual carriageway in the vicinity of the site, with pedestrian guard railing within a narrow kerbed central reservation separating the two north-eastbound and two south-westbound lanes. It is the key route connecting the site to the wider highway network and serves a range of developments including retail, employment, leisure, and residential uses. Euston Road also has a bus lane in each direction, which buses, cyclists, motorcyclists, and taxis can use at any time. However, opposite the site, use of the bus lane is restricted to buses and cyclists only.
- 2.1.5 Given that the A501 Euston Road is a Red Route, and a key bus route, construction vehicles associated with the proposed development cannot stop on Euston Road.
- 2.1.6 Birkenhead Street is located immediately north-east of the site and connects with Euston Road via a priority controlled left in/left out junction. It measures approximately 8.5 metres wide and predominately serves a mixture of hotel and residential premises. It also provides access to the King's Cross Methodist Mission.

- 2.1.7 Birkenhead Street forms part of the Central London Congestion Charging Zone, which operates between 0700 and 1800 hours on weekdays. It is also located within the controlled parking zone, which is applicable on weekdays between 0830 and 1830 hours and on Saturdays between 0830 and 1330 hours. As such, on-street parking is permitted within designated bays on both sides of the carriageway at a cost of 20p for every 5 minutes for a maximum of 2 hours. Birkenhead Street also has designated residents permit holder parking C-AD which is applicable between 0830 and 1830 hours from Monday to Friday and between 0830 and 1330 hours on Saturdays. Parking restrictions, in the form of single yellow lines, apply outside the parking bays.
- 2.1.8 There are signs stating that Birkenhead Street is a Red Route, with no stopping between 0800 and 1700 hours from Monday to Saturday, except loading, for a maximum of 20 minutes.
- 2.1.9 Given the width of the carriageway, the presence of on-street parking, and the two-way nature of the road, it is considered that construction vehicles associated with the proposed development could disrupt the through-flow of traffic on Birkenhead Street. Therefore, if construction vehicles stop on Birkenhead Street, existing parking bays must temporarily be altered to become loading bays.
- 2.1.10 Crestfield Street is located immediately south-west of the site and serves a mixture of residential, hotel, and commercial (storage) premises. The carriageway measures approximately 8.5 metres in width and is a one-way road in a southwest direction from its priority junction with Euston Road.
- 2.1.11 Crestfield Street is also within the congestion charging and controlled parking zone. Parking restrictions in the form of a single yellow line are in place on the western side of the road, except for two designated bays in the vicinity of Euston Road. Parking bays, predominantly for cars, are located on the eastern side of the road, and are mostly residents permit holder parking bays although there are some Pay and Display parking bays. However, a section of parking is restricted to motorcycles along the site frontage. Parking is also prohibited for vehicles larger than 5 tonnes between 1830 and 0800 hours.

2.1.12 Given the width of the carriageway, the presence of on-street parking, and the one-way nature of the road, it is considered that Crestfield Street would be an appropriate place for construction vehicles to stop, from a highway operation and road safety perspective. However, it is likely that large vehicles would struggle to complete the manoeuvre from Crestfield Street onto Argyle Square and back onto Euston Road. Therefore, it is not recommended that construction vehicles use Crestfield Street.

2.2 Location of loading bays for collection and delivery

2.2.1 Drawing BMT/197/001 revision P1 shows the swept paths of a max legal articulated vehicle, a small articulated vehicle, and a pantechnicon turning from Euston Road onto Birkenhead Street, then onwards to St Chad's Street and back onto Euston Road.

2.2.2 As shown, the three parking spaces on the western side of Birkenhead Street, close to the Euston Road/Birkenhead Street junction would need to be temporarily changed into loading bays for construction collection and delivery vehicles.

2.2.3 It is considered that this would be a safe and appropriate place for construction vehicles to park, given that it would directly front the site, and people would not need to cross the road to load or off-load goods onto the construction vehicle. Parking in this location would also not interfere with the two-way traffic flow on Birkenhead Street.

2.2.4 There is an existing traffic regulation order which restricts loading to no more than 20 minutes, and this may need to be temporarily altered during the construction period at the site.

2.2.5 The exit from St Chad's Street onto Euston Road is constrained, as shown on Drawing BMT/197/001 revision P1. However, whilst a detailed assessment of the ability of construction vehicles to exit is required, it would appear suitable although some existing street furniture may require relocation during the construction period at the site.

3.0 CONSTRUCTION VEHICLE STRATEGY

- 3.1 The proposed development will demonstrate a commitment to the use of safer, more efficient, and more environmentally friendly methods of delivering construction materials and removing waste by, where possible, contracting operators registered with a best practice scheme, such as members of the Freight Operator Recognition Scheme (FORS).

Deliveries

- 3.2 The developers and contractors will have detailed plan stating what materials are required and when, so that construction vehicle movements can be organised accordingly.
- 3.3 The developers and contractors will develop a plan informing freight operators where they can legally collect from, and deliver to, the site. This will include recommended route instructions and the location of the loading bay, together with specific arrival and departure times. This will form part of the vehicle management system, to manage and reschedule vehicle activity as necessary.
- 3.4 The proposed development will source items locally and from the same supplier where possible, and consolidate deliveries so that fewer vehicle movements are needed.
- 3.5 Where possible, the proposed development will use more sustainable delivery methods.
- 3.6 The existing Traffic Regulation Orders will ensure operational efficiency, and enforce peak-hour delivery restrictions.
- 3.7 Staff responsible for receiving deliveries will be provided with the necessary training and instructions.

Waste

- 3.8 The developers will attempt to reduce, segregate, store and remove waste in a manner that reduces the overall number and impact of waste collection vehicles. This will be detailed in a Site Waste Management Plan.

Staff

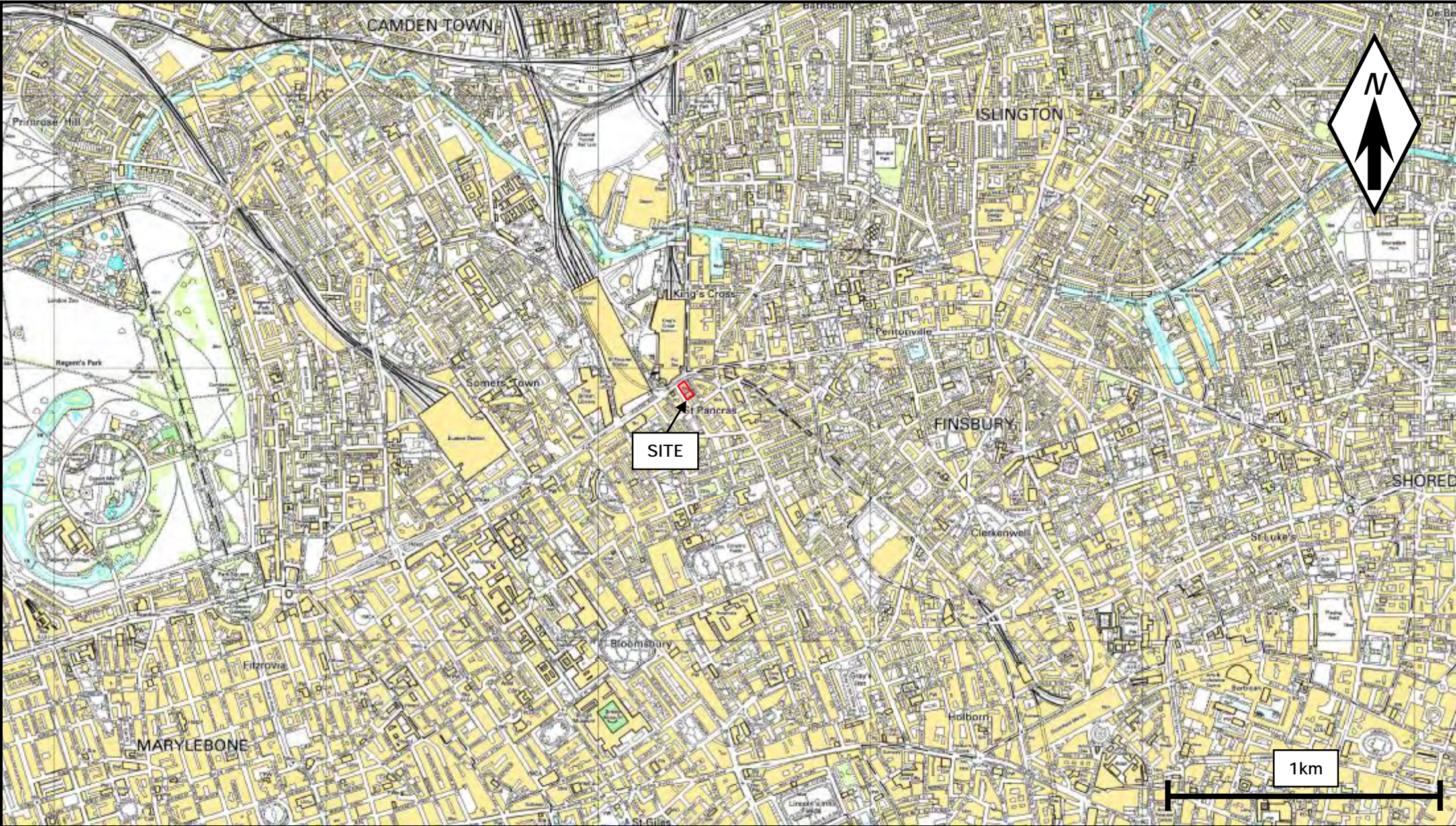
- 3.9 Whilst this construction vehicle strategy focuses on construction delivery and collection vehicles, it is also necessary to refer to construction staff movements.
- 3.10 The site is in a highly sustainable location, with excellent opportunities for pedestrian, cyclist, bus, rail, and underground travel. The site has the highest possible public transport accessibility level (PTAL) of 6b, on a scale where 1 is low and 6 is high, and is therefore one of the most accessible sites in the capital. The site is also located within the Central London Congestion Charge Zone, and is therefore unlikely to generate vehicle trips on the local highway network. Therefore, all construction staff are likely to travel by sustainable modes of travel.


Ongoing monitoring

- 3.11 This CLP will be subject to an ongoing review process to determine whether the measures implemented comply with CLP requirements, and the CLP will be revised to include any additional actions which may be needed to reduce the impact of construction traffic.

4.0 SUMMARY

- 4.1 This Construction Logistics Plan identifies where safe and legal loading can take place. It includes an agreement that the developer and construction company to use freight operators who will commit to best practice. The plan also includes for the proactive management of deliveries to reduce the number of vehicle movements and use more sustainable travel modes where possible. The CLP will be subject to an ongoing review process.
- 4.2 This Construction Logistics Plan is therefore in accordance with Transport for London guidance and should be found acceptable.



<div><p>BWB CONSULTING LIMITED 3-4 KAYES WALK THE LACE MARKET NOTTINGHAM NG1 1PY TEL: 0115 924 1100 FAX: 0115 950 3966</p></div>	Project PROPOSED HOTEL, EUSTON ROAD				Title General site location		
	Drawn MT Approved CH				Project No. BMT197		
	Checked RE Date 29.09.09				Scale NTS	Drg. No. FIGURE 1	Rev.



W bwbconsulting.com

Birmingham | Derby | Leeds | Leicester | Nottingham

APPENDIX G

INFORMATION ON SEMI-INDEPENDENT LIVING AND RESPITE CARE

***Proposal for the Provision of
service for Semi Independent living
and Respite Care for 16 – 25 year
olds***

Contents

Introduction

Address

Description of Service

Aims of Service

Accommodation

Budgeting, Finance and practical support

Health

Support Services

Monitoring

Family contact

Day to day activities

Staff

Legal Context

Aims and desired outcome of service

1. Introduction

This proposal is for providing Semi-Independent living and Respite care for young people aged 16 to 25 years old and maintaining a service of high standard as set out in the Quality Assessment Framework for supporting young people.

The service will arrange for the provision of semi independent accommodation and Respite care to assist in meeting commissioners statutory obligations to children who are leaving care, vulnerable young adults who may be at risk or disadvantaged, and ensure they are protected and enabled to lead independent and fulfilling lives through the provision of care.

What is Semi-Independent Living?

Semi-independent Living aims to equip young people with the right skills and responsibilities so they can realise their full potential in whatever they chose to do.

What is Respite care?

Respite care is a form of short term substitute care provided by someone other than the parents or usual carers of the young person. It is for young people who may have been emotionally disturbed and upset by events at home or a family crisis and need some time away from the family environment.

2. Address

Kings Cross
London

3. Description of Service

The service will provide 11 beds for Semi-Independent living accommodation and 10 beds for Respite care.

Respite Care

3.1 The 1989 Children's Act provides clear framework for the provision of short term care known as respite care. The Act requires children to be consulted about their needs and about the services to be provided if the young person is using 'respite care'

3.3 Staff will be trained to work with young people and their families, offering them support, respite, advice and attention.

3.3 Respite care will give carers short and long term breaks from caring responsibilities.

3.5 Respite care will be provided to either give carers a break or for young people with a parent with severe mental health problems to get a break from their caring duties.

3.6 The purpose of Respite care is to provide a break which is a positive experience for the young person giving them the opportunity to develop autonomy and independence, It is important that the Respite care has a positive outcome for both those with care needs and their carers.

3.7. The service will provide a series of pre-planned short term placements for young people. The length of stay and timing of the arrangements will vary to the specific needs of the young person and the family.

3.8 The service will provide respite can on a one off or a regular basis. Respite care will be arranged on a planned basis but it can also be arranged quickly on an emergency basis depending on the availability of beds.

Semi-Independent Living

3.9 Semi Independent Living will place great emphasis on the positive aspects of group living as a tool to facilitate change and develop wherever possible.

3.10 Budgeting, Finance and practical support will be offered.

3.11 The young person will be taught about money management i.e. supervising of grocery shopping, clothing and budgeting for travel expenses. Etc. All young people will fill out a questionnaire to identify their strengths and weaknesses looking at things such as;

- Setting up a bank account
- Paying bills
- Cooking
- Accessing community resources

4. Aims of Service

The aim of the service is to support vulnerable young people become part of their community and to keep the best interest of the young person as the focus of our concern and to provide;

- A support plan to meet individual needs
- Independent living and life skills training
- Security, health and safety
- Needs and risk assessments
- Access to community resources
- Complaints procedures
- Empowering and supporting independence
- Ongoing reviews and regular progress reports
- Support further education/employment opportunities

Each young person may have different requirements and some may require more assistance than others, they will be assessed individually and a personal support plan will be constructed.

5. Referrals

5.1 Each referral is treated as unique and requires individual planning and co-ordinating.

5.2 We will accept referrals of young people with challenging needs i.e. behavioural problems and psychological difficulties.

6. Health

Ensure that the young person is registered with the local GP
Register with local dentist
Sexual health awareness
Drugs and alcohol awareness

4.1 Support Services

- Communication skills
- Problem solving
- Personal awareness
- Education- all young people will be given a list of all the local schools and colleges.

7. Accommodation

7.1 Each young person will have a lockable fully furnished room and will have each access to;

- Living room
- Kitchen
- Dining room
- bath, shower, toilet
- washing, drying , and ironing areas
- recreation and dining areas

7.2. The accommodation will conform to all relevant environmental health and safety legislation and planning regulations. Also compliance with the Local Authority Standards for Houses in Multiple Occupation (HMO) as defined in the Housing Act 2004.

7.3 The accommodation will be equipped to meet the requirements for young people, including communal living area with TV, games for young people

8. Monitoring

- Twenty four hour monitoring
- All residents' case files will be kept in a locked security cabinet
- All residents will be required to sign in and out of the building at all times
- All incidents will be logged
- All visitors will be required to sign in and out of building at all times

9. Family contact

9.1 The service will assist the young person to maintain contact with their family or friends as appropriate.

9.2 Family contact will be facilitated, when appropriate

9.3. A diary will be kept of all scheduled appointments

10. Day to day activities

10.1 We will help young people to build relationships and feels a sense of community within their surroundings. Inform them of the local cinemas, libraries, social clubs etc.

10.2 All young people will be expected to engage in education, training and employment, as well as accessing the links provided in the community based services

10.3 All young people will be encouraged to get involved in social activities and key worker sessions

10.4 Support will be given to the young people by experienced staff that will carry out care plans regular reviews, house meetings and one to one sessions

10.5 All young people will be made aware of their welfare and how to access the DSS office, they will be offered assistance in claiming benefits i.e. jobs seekers allowance, housing benefits and income support

10.6 There will be computers with internet access and printers and TV as well as information advice and guidance that will help young people shape their future.

10.7 There is a kitchen offering the young people the chance to learn cookery skills.

11. Staff

11.1. The service will be managed by a qualified Systemic Psychotherapist and Mental Health Nurse who has over 15 years experience of working with children and young people.

11.2 All staff will be trained and be competent and experienced in accordance with good practice procedures to ensure each young person has the right levels of support.

11.3 All staff having contact with young people will be vetted prior to taking up the post. Staff will all have a CRB check- an enhanced disclosure is required

11.4 Each service user will be allocated an appropriately skilled and trained worker who will be responsible for supporting the service user in achieving the objectives and targets in their personal plan

12. Education.

We will have a list of all the schools and colleges within the locality should any of the young people need to attend we will help them find the most appropriate school/college for them.

13. Legal Context

In addition to the requirements set out in the specification, the service will conform to any relevant legislation and guidance. The service will be aware of the relevant legislation and be compliant with it, this will include the following;

- Children Act 1989
- Children's Act 2004 – Every child matters
- The Children (Leaving Care) Act 2000
- Care Standards Act 2000
- Quality Protects / National Objectives for Children's Social Services
- Fire Precautions Act 1971
- All other national and local housing safety standards of housing regulations

14. Aims and desired outcomes of the service

The aim of the service is to provide a range of interventions and high quality safe accommodation which supports guides inducts and integrates service users into the community. To provide a stable caring and homely environment that creates an opportunity for personal growth which in turn allows young people to develop their full potential.

The service will be delivered in a non-discriminatory, non-patronising and professional manner by well trained staff in a way that demonstrates respect for the dignity and value of young people and sensitivity to their individual situations and experiences.

The desired outcome of the service is that it will have secured a better future for service users by ensuring their need are met and that they have the same aspirations as other people.

APPENDIX H

DRAFT DELIVERY SERVICING PLAN

TRANSPORT

Gaylord Investments Ltd
Proposed hotel
Euston Road,
Camden,
London

Delivery and Servicing Plan



Integrated Engineering and Environmental Consultants

environmental | water | transportation | civil | structural | highways | infrastructure

BWB
CONSULTING

TRANSPORT

Gaylord Investments Ltd
Proposed hotel
Euston Road,
Camden,
London

Delivery and Servicing Plan

BWB Consulting
3-4 Kayes Walk
The Lace Market
Nottingham
NG1 1PY
Tel: 0115 9241100

www.bwbconsulting.com

Ref: CH/RE/BMT197

Date: May 2011

DOCUMENT REF: BMT197 DSP		JOB NUMBER: BMT197			
REV. NO.	DESCRIPTION:	AUTHOR	CHECKED	APPROVED	DATE
1	Internal draft	RE			23.05.11
2	Draft issues to Client team	RE	CH	CH	27.05.11
3					
4					

CONTENTS PAGE

	Page
1.0 INTRODUCTION	1
2.0 DELIVERY AND SERVICING PLAN	3
3.0 DELIVERY AND SERVICING VEHICLE STRATEGY	5
4.0 SUMMARY	7

Figures

Figure 1	General site location
Figure 2	Detailed site location

Drawings

BMT/197/002 revision P1	Swept path of large refuse vehicle servicing the site
-------------------------	---

Appendices

Appendix A	Ground floor masterplan
------------	-------------------------

1.0 INTRODUCTION

- 1.1 BWB Consulting Ltd were commissioned by Gaylord Investments Ltd to provide transport and highways advice in support of an outline planning application for the redevelopment of the Northumberland Hotel and surrounding properties at Euston Road in Camden, London. The general and detailed site location is shown in Figures 1 and 2 respectively.
- 1.2 As shown in Figure 2, the proposed development would have site frontages onto Euston Road, Birkenhead Street and Crestfield Street, with the main access to the hotel from Crestfield Street. It would comprise seven floors, containing:
- the hotel accommodation (167 bedrooms)
 - hotel facilities including 344sqm reception foyer on the ground floor
 - 697sqm GFA of Therapeutic Community uses (including 11 bedrooms for Semi-Independent Living and 10 bedrooms for Respite Care)
 - small individual retail units, with a total GFA of 473sqm fronting Euston Road on the ground floor (replacement of existing).
- 1.3 This report forms the Delivery and Servicing Plan (DSP) for the proposed development, and has been produced following a review of the Transport for London (TfL) 'Managing freight effectively: Delivery and Servicing Plans' document.
- 1.4 The likely delivery and serving vehicle movements will vary with each land use. For the hotel and living elements of the development, this will include catering deliveries, laundry collection and laundry deliveries, and refuse collection. The retail units will have goods deliveries and refuse collection.
- 1.5 This DSP provides a framework to better manage all types of freight vehicle movement to and from the site, and will improve the safety, efficiency and reliability of deliveries to the site.
- 1.6 The report is structured as follows:
- Section Two reviews the local highway network, and the routes that delivery and service vehicles can take, and potential locations for them to park.

- Section Three details the strategy for organising and using delivery and service vehicles, including measures to reduce the number and impact of these vehicles, use environmentally-friendly contractors, and source items locally where possible.

2.0 DELIVERY AND SERVICING PLAN

2.1 Local highway network and routes for collection and delivery

- 2.1.1 The proposed development site will provide a designated off-street servicing bay accessed from Crestfield Street, as shown on the ground floor masterplan contained in Appendix A. Therefore, collection and delivery will take place away from the road.
- 2.1.2 Crestfield Street is located immediately south-west of the site and serves a mixture of residential, hotel, and commercial (storage) premises. The carriageway measures approximately 8.5 metres in width and is a one-way road in a southwest direction from its priority junction with Euston Road.
- 2.1.3 Crestfield Street is within the congestion charging and controlled parking zone. Parking restrictions in the form of a single yellow line are in place on the western side of the road, except for two designated bays in the vicinity of Euston Road. Parking bays, predominantly for cars, are located on the eastern side of the road, and are mostly residents permit holder parking bays although there are some Pay and Display parking bays. However, a section of parking is restricted to motorcycles along the site frontage. Parking is also prohibited for vehicles larger than 5 tonnes between 1830 and 0800 hours.
- 2.1.4 Given the width of the carriageway, the presence of on-street parking, and the one-way nature of the road, it is considered that Crestfield Street would be an appropriate place for delivery and service vehicles to manoeuvre into the servicing bay, from a highway operation and road safety perspective.

2.2 Location of loading bay for servicing and delivery

- 2.2.1 Drawing BMT/197/002 revision P1 shows the swept path of a large refuse vehicle turning from Euston Road onto Crestfield Street and into the on-site servicing bay, then onwards to Argyle Street and back onto Euston Road. Given the type and size of the proposed development, a large refuse vehicle is likely to be the largest vehicle to service the site. Any deliveries to the site, such as catering and laundry etc, will be undertaken by smaller vehicles.

- 2.2.2 As shown, the large refuse vehicle would be able to satisfactorily reverse from Crestfield Street into the site and manoeuvre out again, without adversely affecting the existing parking bays on Crestfield Street. Therefore, it is not necessary to provide any on-site turning space.
- 2.2.3 Given that the large refuse vehicle will be able to undertake the manoeuvre, it is not necessary to provide swept paths of any smaller vehicles.
- 2.2.4 It is considered that the on-site servicing area would be a safe and appropriate place for service and delivery vehicles to manoeuvre and park. Given that Crestfield Street is one-way and lightly trafficked, the vehicle manoeuvring into the on-site servicing bay is unlikely to cause conflict with vehicles travelling straight ahead on Crestfield Street, as the vehicles will have sufficient forward visibility to see the delivery/service vehicle and wait. Also, given that Crestfield Street is lightly trafficked, the manoeuvring delivery/service vehicle is unlikely to cause any queuing or blocking back to Euston Road.
- 2.2.5 Suitable pedestrian visibility splays will also be achievable from the servicing area access, so that pedestrians on the footway will see, and be seen by manoeuvring vehicles.
- 2.2.6 As detailed in Section 2.1.3, there are existing traffic regulation orders (TROs) restricting parking of large vehicles between designated times. However, the development is providing a designated on-site servicing area, and will therefore not encourage on-street parking by delivery and servicing vehicles. Therefore, the existing TROs will not have an impact for the freight.
- 2.2.7 The exit from Crestfield Street onto Argyle Street is tight but can be satisfactorily undertaken by the largest vehicle likely to service the site.

3.0 DELIVERY AND SERVICE VEHICLE STRATEGY

- 3.1 The proposed development will demonstrate a commitment to the use of safer, more efficient, and more environmentally friendly methods of delivering goods and removing waste by, where possible, contracting operators registered with a best practice scheme, such as members of the Freight Operator Recognition Scheme (FORS).

Deliveries

- 3.2 The occupiers will have a detailed plan stating all the different types of vehicle activity, and what deliveries are required and when, so that delivery vehicle movements can be organised accordingly.
- 3.3 The number, type and frequency of deliveries and collections will also be regularly reviewed to ensure a reduction in unnecessary journeys.
- 3.4 The occupiers will develop a plan informing freight operators where they can legally collect from, and deliver to, the site. This will include recommended route instructions and the location of the servicing area, together with specific arrival and departure times. This will form part of the vehicle management system, to manage and reschedule vehicle activity as necessary.
- 3.5 The proposed development will source items locally and from the same supplier where possible, and consolidate deliveries so that fewer vehicle movements are needed.
- 3.6 Where possible, the proposed development will encourage suppliers to use more sustainable delivery methods.
- 3.7 The existing Traffic Regulation Orders will ensure operational efficiency, and enforce peak-hour delivery restrictions.
- 3.8 Staff responsible for receiving deliveries will be provided with the necessary training and instructions, and will know when deliveries are expected to arrive and depart, so that provisions are made accordingly.

Waste

- 3.9 The developers will attempt to reduce, segregate, store and remove waste in a manner that reduces the overall number and impact of waste collection vehicles.

Staff

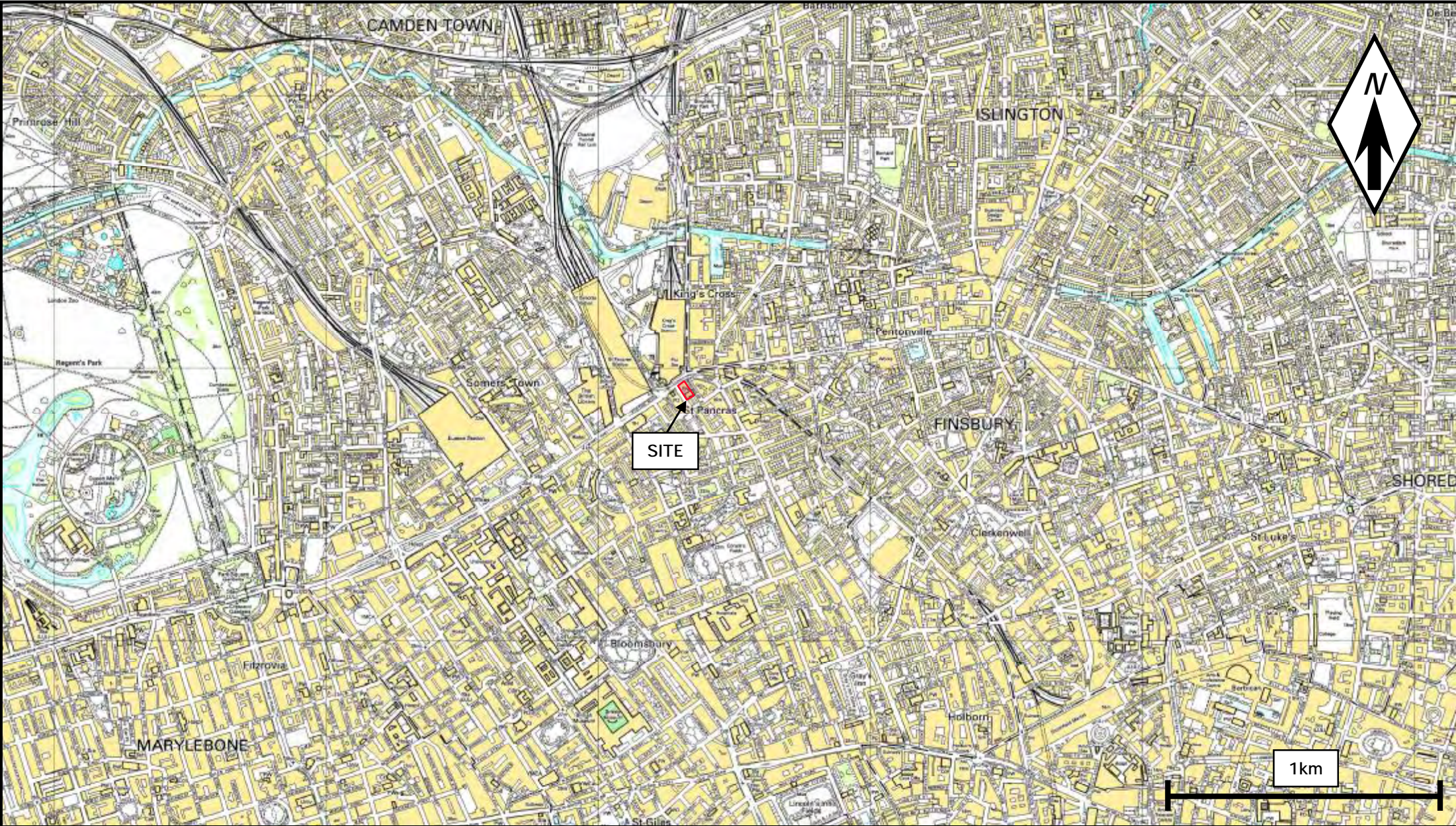
- 3.10 Whilst this strategy focuses on delivery and collection vehicles, it is also necessary to refer to staff movements.
- 3.11 The site is in a highly sustainable location, with excellent opportunities for pedestrian, cyclist, bus, rail, and underground travel. The site has the highest possible public transport accessibility level (PTAL) of 6b, on a scale where 1 is low and 6 is high, and is therefore one of the most accessible sites in the capital. The site is also located within the Central London Congestion Charge Zone, and is therefore unlikely to generate vehicle trips on the local highway network. Therefore, all staff are likely to travel by sustainable modes of travel.


Ongoing monitoring

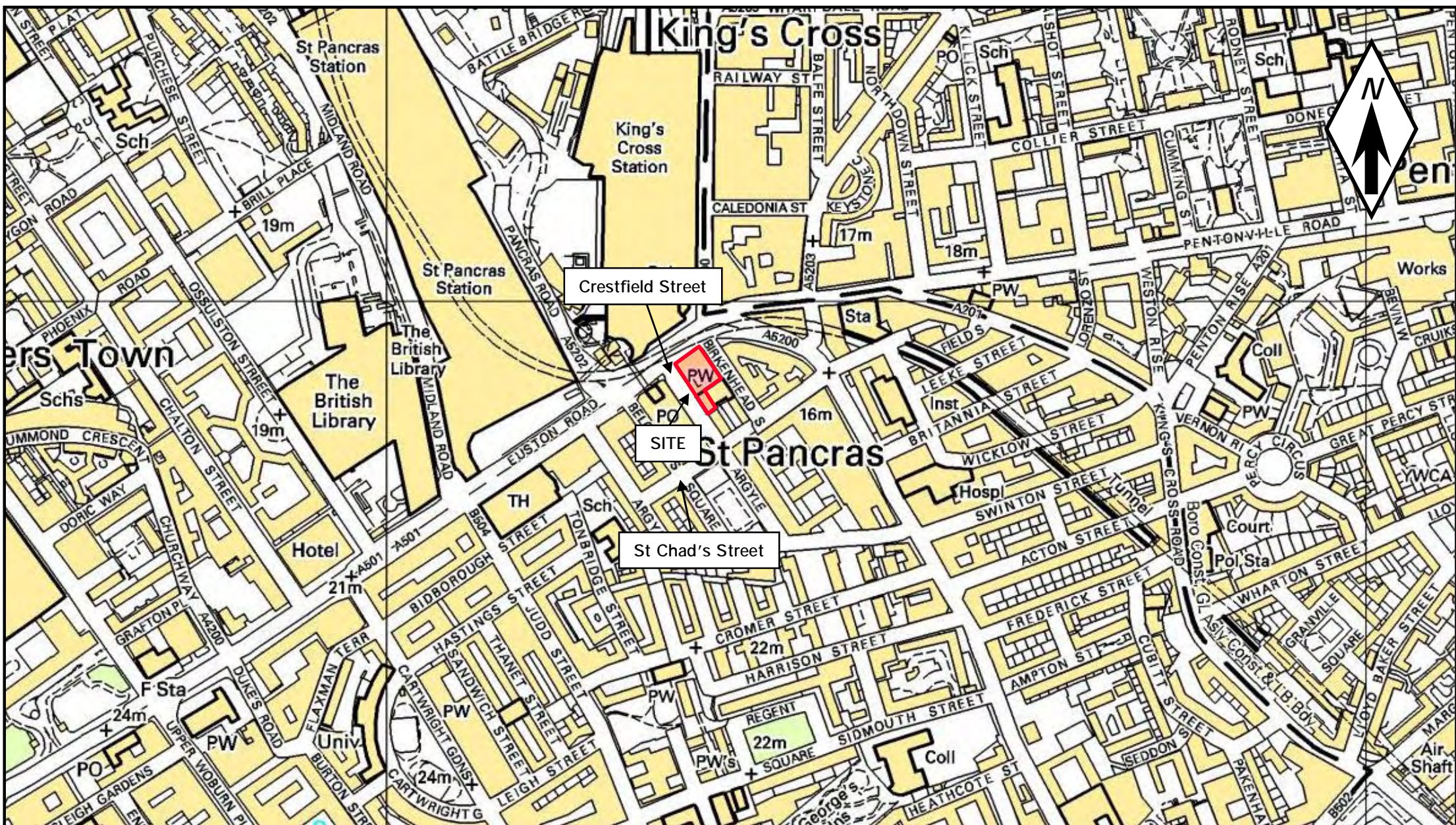
- 3.12 This DSP will be subject to an ongoing review process to determine whether the measures implemented comply with DSP requirements, and the DSP will be revised to include any additional actions which may be needed to reduce the impact of freight.

4.0 SUMMARY

- 4.1 This Delivery and Servicing Plan identifies where safe and legal loading can take place. It includes an agreement that the developer and occupiers to use freight operators who will commit to best practice. The plan also includes for the proactive management of deliveries to reduce the number of vehicle movements and use more sustainable travel modes where possible. The Delivery and Servicing Plan will be subject to an ongoing review process.
- 4.2 This Delivery and Servicing Plan is therefore in accordance with Transport for London guidance and should be found acceptable.



<div><p>BWB CONSULTING LIMITED 3-4 KAYES WALK THE LACE MARKET NOTTINGHAM NG1 1PY TEL: 0115 924 1100 FAX: 0115 950 3966</p></div>	Project PROPOSED HOTEL, EUSTON ROAD				Title General site location		
	Drawn MT Approved CH				Project No. BMT197		
	Checked RE Date 29.09.09				Scale NTS	Drg. No. FIGURE 1	Rev.



BWB CONSULTING LIMITED
3-4 KAYES WALK
THE LACE MARKET
NOTTINGHAM
NG1 1PY

TEL: 0115 924 1100
FAX: 0115 950 3966



Project

PROPOSED HOTEL, EUSTON ROAD

Drawn

MT

Approved

CH

Checked

RF

Date _____

29.09.09

Title

Detailed site location

Project No.

BMT197

Scale

NTS

Drg. No.

FIGURE 2

Rev.



W bwbconsulting.com

Birmingham | Derby | Leeds | Leicester | Nottingham



W bwbconsulting.com

Birmingham | Derby | Leeds | Leicester | Nottingham