Central Somers Town CIP

Framework Delivery and Servicing Plan

Revision P01

DECEMBER 2015

DSDHA

CIVIC ENGINEERS

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Somers Town Community Investment Programme

Camden

CIVIC ENGINEERS

685-01

Central Somers Town

Delivery and Servicing Management Plan

October 2015

CONTENTS

APPENDICES

Prepared by	PC			
Checked by	PM			
Date:	09/12/15			
Revision:	P01			
Reason for issue:	PLANNING			

1. INTRODUCTION

Civic Engineers has been appointed by Camden Council to prepare this Delivery and Servicing Management Plan (DSMP) to support the Planning Application for the proposed development of Central Somers Town.

This DSMP has been prepared following consultation with the London Borough of Camden (Camden) and in accordance with Camden Planning Guidance Transport CPG7 Document and Transport for London's; Delivery and Servicing Plans Making freight work for you. Alongside other relevant local and national policy guidance documents.

The DSMP has been created to cover the entire Central Somers Town development within a single document but it is expected that post construction the DSPM will be developed by the appointed Travel Plan Coordinator (TPC) for each individual establishment into, site specific DSPMs. This supports the philosophy that DSPM should be living documents that develop with the establishment's needs to ensure relevant and effective management of large vehicles within Central Somers Town.

2. OBJECTIVES

Camden Require a DSMP to ensures the efficient coordination of Freight and Service vehicles to developments within their constituency to minimise any potential disruption to the local highways network and local residences.

2.1. What is a Delivery and Service Management Plan?

A DSMP is a framework that ensures freight vehicle activity to and from a building / development is working efficiently for the occupier and local residents.

Any site that receives deliveries and servicing activity can benefit from a DSMP, whether it is small or large, or shared by multiple organisations.

2.2. Why is a Delivery and Service Management Plan required?

This DSMP is required by LB Camden to minimise the impact of delivery and servicing trips to the site, as far as possible, to safeguard the amenity of local residents.

There are three main elements of a DSMP:

- A strategy to reduce the number of trips a development generates
- Identifying how and when deliveries and or servicing can take place safely and legally
- Details of contractual changes requiring suppliers and servicing companies to reduce the number of trips and to use legal loading facilities. The selection process for supply and servicing contracts will specify that consideration is given to local suppliers and membership of the Freight Operator Recognition Scheme.

3. SITE ASSESSMENT

3.1. Proposed Development

The Central Somers Town site is located, approximately 600m north-east of Euston Railway Station and 200m north-west of St Pancras in the ward of Somers Town a constituent of the London Borough of Camden. The approximate centre of the site is located at National Grid reference 529751,183173

The development is undergoing a Community Investment Programme (CIP) involving the development of community landscape and building elements:

- The redevelopment of Edith Neville Primary School
- The redevelopment of St Aloysisum Nursery
- A new community hub, including:
  - Play facilities
  - A tenants residents hall
- 3 new residential blocks
- New terrace housing
- Improvements to the street scape

3.2. Local Highways

The streets surrounding the proposed development are all subject to limited waiting for heavy goods vehicles (HGV) and buses. The restriction prevents Buses and Large Vehicles over 5 tonnes waiting on the highway during the hours of 6.30 pm to midnight and midnight to 8 am. Paragraph 20.11 for Camden Local Development Policies Adoption version 2010 also states:

"The majority of service trips in central and inner London are made by freight vehicles of less than 7.5 tonnes gross vehicle weight, and this is the maximum size of vehicle that should be accommodated in residential areas on a daily basis. A number of weight limits have been introduced across largely residential parts of the borough"

Alongside the waiting regulations the development includes a Primary School and the site is also opposite Regents High School, as such it is generally recommended that all deliveries take place between 9.30 and 3.30 to minimalize disturbance.

3.3. Proposed Access/Egress

All vehicular access to the developments is expected to take place on the local highway kerb side. All residential aspects of the scheme, are to be 'car free' with zero parking provision.

4. BASELINE

4.1. Site Location

The Central Somers Town site is located, approximately 600m north-east of Euston Railway Station and 200m north-west of St Pancras in the ward of Somers Town a constituent of the London Borough of Camden. The approximate centre of the site is located: National Grid reference 529751,183173.

The Site Location is shown in Figure 1 below.

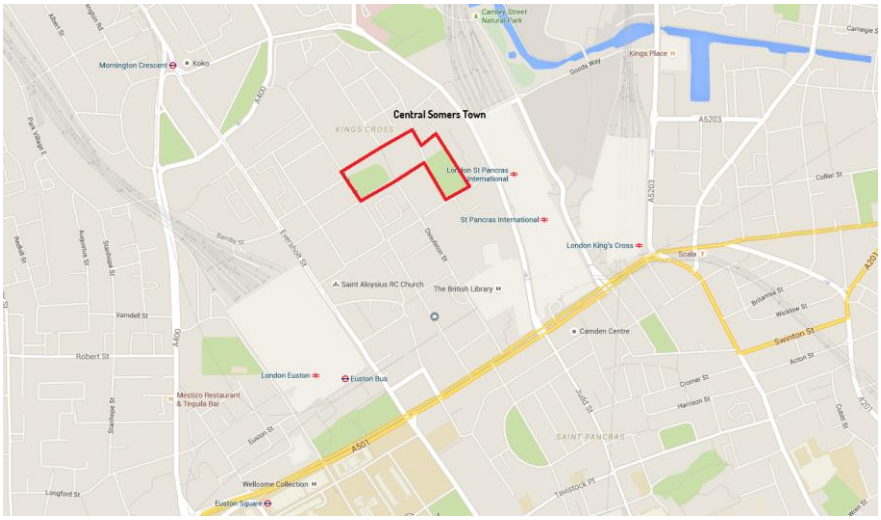


Figure 1 Site Location

4.2. Existing Site

The Central Somers Town site is approximately 2.17Ha and covers two main landmasses with Purchese Street running roughly north to south creating the divide: The western site is made up of Plot 10 Community Play Project fenced playground, open Public land and Edith Neville Primary School. Whereas the eastern site consist of Brill Place public park.

4.3. Proposed Development

The Central Somers Town site is undergoing a Community Investment Programme (CIP) which involves the development of community landscape and building elements, including:

- The redevelopment of Edith Neville Primary School
- The redevelopment of St Aloysisum Nursery
- A new community hub, including:
  - Play facilities
  - A tenants residents hall
- 92 new residential units
- Improvements to the street scape

5. Service Deliveries Management

A Phoenix 2-15W (with Elite 2 4x2 chassis) has been used to simulate a large refuse vehicle in all situations and locations. From Consultation with Camden it is required that; Collectors should not have to cart a 2 wheeled bins more than 10 metres and 4 wheeled bins 15 metres from the point of storage to the collection vehicle.

The Refuse Vehicle should also suffice for the simulation of deliveries as Paragraph 20.11 for Camden Local Development Policies Adoption version 2010 states that the majority of deliveries are undertaken in freight vehicles of sizes up to a 7.5t. As such typically the largest 7.5t freight vehicle is smaller than the large refuse vehicle (Figure 2).

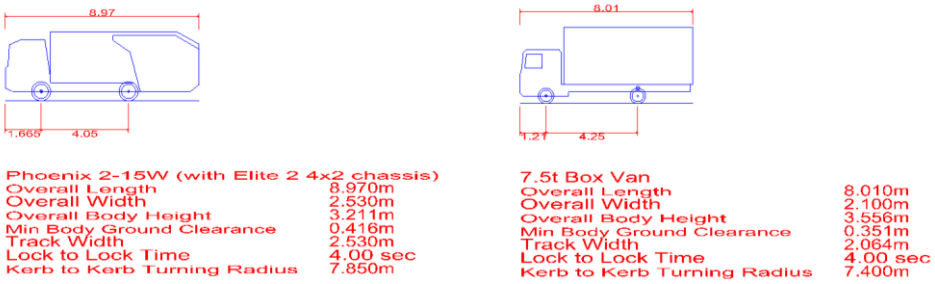


Figure 2 Comparison of a Large Refuse Vehicle and a 7.5t Box Van

All drawings referred to the remainder of the section are available in Appendix A.

5.1. Block A and Terrace Houses

Housing Block A and the Terrace Housing are both accessible off the end of Charrington Street, although as access is at the end of the street the vehicle will have to turn around. Currently no turning head provision is available as carriage way width allows large vehicles to turn providing no parked cars are present. As shown in drawing 685-01-HI-611-P02.

The Terrace houses are expected to put their own wheelie bins out onto the kerbsire. Whereas the Housing Block A's bin store is 17 m from the kerb line although this is further than recommended it is assumed that the bin men will cart the refuse form the store. As shown on drawing 685-01-HI-611-P02.

Deliveries can be undertaken in a similar fashion but will be subject to the 5t weight restriction during the hours of 18.30pm to 9.00am and preferably organised outside of the 'school rush' times.

5.2. Housing Block B and C

As it is possible for a large vehicle to turnaround within Hampden Close, a large refuse vehicle has been shown in the close. As such it is expected that the refuse collectors will collect the bins from Block B's bin store where the estate management will have placed Block C's bins temporally for collection. As shown in drawing 685-01-HI-610-P02.

5.3. Community Facility

The community centre can be accessed off Charlton Street with the bin store within 10m of the Kerb line, as shown in drawing 685-01-HI-612-P02.

Deliveries will be conducted in the same way subject to the local restrictions.

5.4. Tower Block

The Tower Block can be easily accessed from the kerbside via the Brill Place. It is expected that estate management will move the bins to a temporary location outside the building allowing the refuses collectors to collect the bins. As shown on drawing 685-01-HI-611-P02.

Deliveries will be conducted in the same way subject to the local restrictions.

5.5. Edith Neville Primary School

It is envisaged (subject to confirmation) that the new school will have a loading bay, located on Purchase Street to allow the safe collection of waste and allocation for deliveries outside of the local restrictions. The bay will be located next to the Schools' service entrance and bin store ensuring that the bay is within the maximum 10m carting distance.

6. MONITORING and REVIEW

6.1. Monitoring

To ensure that the development manages heavy vehicle movements effectively it is important to understand how deliveries and servicing is conducted and is therefore imperative that regular surveys are conducted. The TPC will undertake detailed surveys of deliveries, an example form is attached in Appendix B to this Plan. This data will be used to inform changes to the DCMP.

As the DSMP will become separated into the different amenities, it is recommended that the associated TPCs share the data.

6.2. Review

A DSMP should be a "living" document which is reviewed and updated regularly to adapt to the needs of the individual amenities and Central Somers Town area.

The appointed TPCs are expected to monitor and update the Plan accordingly. The TPCs should also share data and ideas with others in the area and ensure that Camden are engaged in the process.

The DSMP should be made available to all staff and residents, as well as shared locally with other parties. The TPC will maintain regular links with LB Camden regarding the DSMP and other road safety issues in and around the area of the site.

6.3. Action Plan

Below is an indicative action plan for all TPCs to follow to ensure that the DSPM remains relevant post completion and for the foreseeable future.

Action	Persons Responsible	Time
Make the DSMP available to All	TPC	Prior to occupation
Inform the suppliers of delivery locations	TPC	Before 1st Delivery
Carry out Survey Data Collection	TPC	Within 1st 6 months of occupation then annually
Update DSMP to reflect specific area under TPC	TPC	1 month after first data Collection
Review with Camden	TPC	Annually
Set up data share and coordination meetings with other TOC	TPC	Annually

7. CONCLUSION

Through initial use of this DSMP and further envisaged iterations it is expected that the document will:

- Contribute to balancing management of the economic, social and environmental issues effecting freight transport within Somers Town.
- Empower TPCs to manage regular delivery activities efficiently with the implementation of this strategy.
- Deliveries will be encouraged to take place outside the peak traffic times and in accordance with the local traffic restrictions.
- Refuse collection will follow a similar regular arrangement, and will adhere to the delivery protocol stated in this strategy.

APPENDIX A

Vehicular Swept Path Analysis Drawings

(685-01-HI-610-P01)

(685-01-HI-611-P01)

(685-01-HI-612-P01)

(685-01-HI-613-P01)

Key Plan:

Notes:

This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.

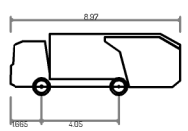
This drawing should not be scaled.

All dimensions ae to be verified by the contractor on site.
All discrepancies should be reported to the C.A. prior to the commencement of the works.

Notes Continued:

1. Site Layout taken from DSDHA drawing 246-A-P-00-SiteCoordinaton created on 21.10.15.
2. Vehicle Swept Path Analysi was completed using AutoTrack v8i
3. Bin store locations are appoximate and subject to confirmation by the architect.
4. Distances are measured to nearest kerbline.

Swept Path Vehicle:



Phoenix 2-15W (with Elite 2 4x2 chassis)

Overall Length	8.970m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.850m

Key:

- B.S. — Bin Store Location
- Bin Collection Waiting Area
- Refuse Collection Walking Route
- Building Management Refuse Route to Waiting Area

Date:	Rev:	Description:	Drawn:	Chkd:
30/10/15	P02	Issued for Information	PC	PM
22/09/15	P01	Issued for Information	PC	PM

Project:
Central Somers Town

Title:
Vehicular Swept Path Analysis
Refuse Vehicle
Hampden Close

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Status: INFORMATION

Scale:	Date:	Drawn:	Checked:	Job Number:	Drawing Number:	Revision:
1:200@A1	Sept-15	PC	PM	685/01	(HI) 610	P02

Key Plan:

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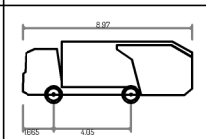

Phoenix 2-15W (with Elite 2 4x2 chassis)

Overall Length	8.970m
Overall Width	2.530m
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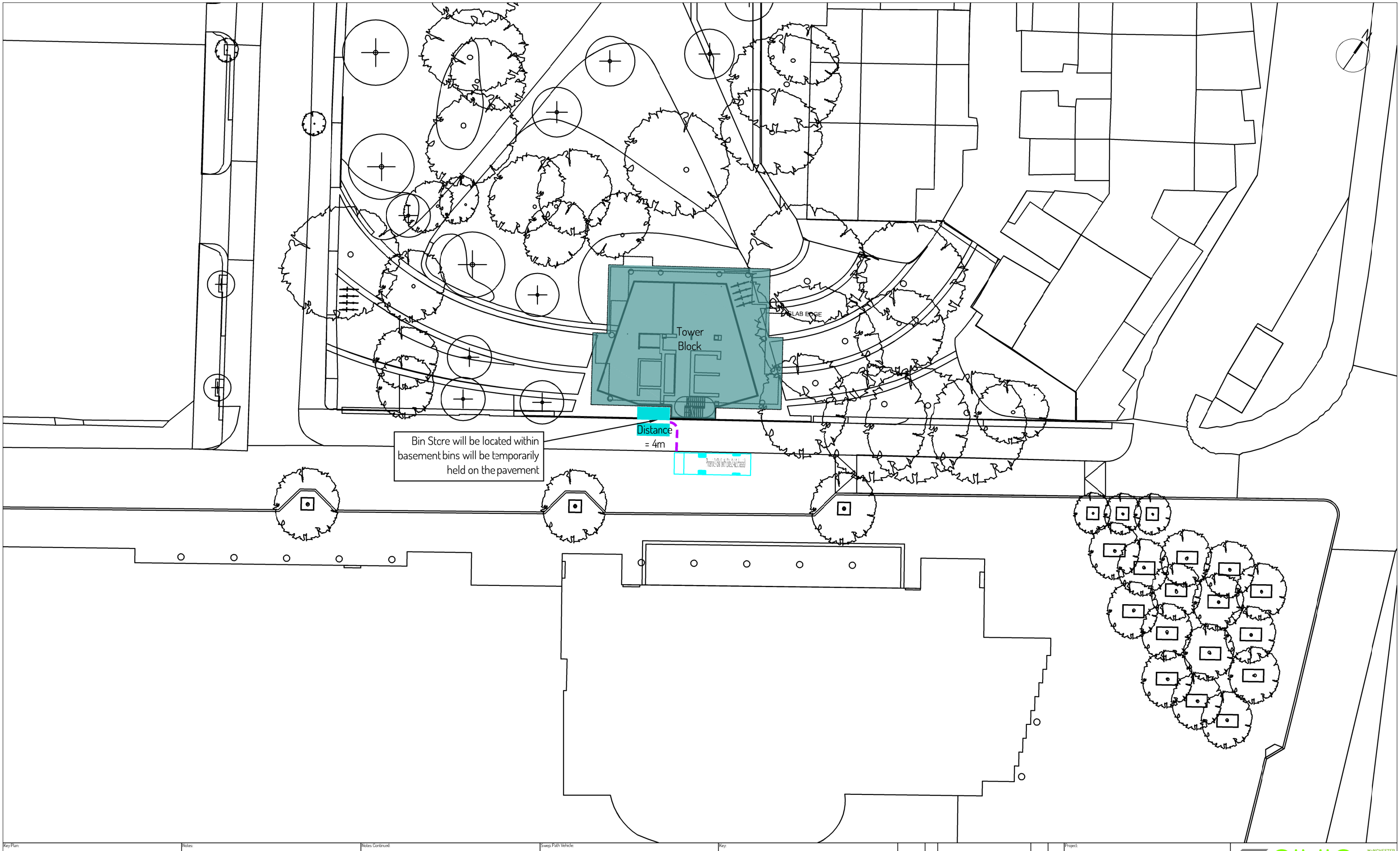

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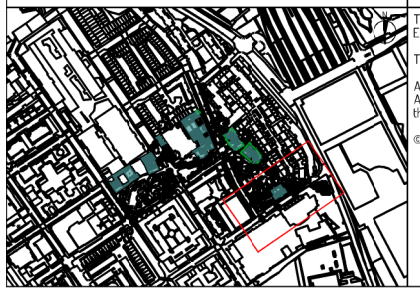

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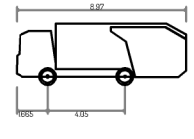

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29/10/15	P10	Issued for Information	PC	PM
15/09/15	P01	Issued for Information	PC	PM

Project:
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Title:
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Hamplden Close

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Key Plan:

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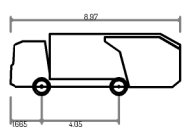

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APPENDIX B

Delivery Survey Example

Date	Arrival Time	Durations [Hrs/Mins]	Departure Time	Reason for visit	Organisation	Where did they park?	Vehicle Registration	Vehicle Type (see code sheet)

Type of Vehicle		Indicative Picture	Type of Vehicle		Indicative Picture
A	Transit Van		G	4 Axel Refuse Vehicle	
B	7.5t Pannel van		H	Top Loading Refuse Vehicle	
C	7.5t Box van		I	Small Van	
D	3 Axel Refuse Vehicle		J	Large Van	
E	Skip Lorry		K	HGV	
F	Ridged Lorry				

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