

APPENDIX C

Technical Note – 14/12/16

Fairview Ventures Limited, Centric Close, Oval Road, LB Camden

Construction Traffic Management Plan

Suggested Details for Inclusion:

Introduction

- Planned Development
- Site History

Construction Traffic Management Plan (As Appropriate)

- Phasing of Construction
- Access Arrangements for Vehicles
- Access Route
- Vehicle Size and Schedule of Use
- Necessary Highway Works
- Parking and Loading Arrangements
- Parking Bay Suspension
- Traffic Management Orders
- Proposed Overhang of Public Highway
- Proposed Hoarding
- Pedestrian and Cyclist Safety
- Proposed Working Hours
- Proposed Start and End Dates for Each Phase of Construction

Other Issues

Figures

- Location Plan
- Proposed Access Route

Appendices

- Scheme Plan & Vehicle Swept Paths

APPENDIX D

Fairview Ventures Limited

**Centric Close, Oval Road
London Borough of Camden**

Travel Plan Statement

December 2016

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Figure 1 - Strategic Highway Network

1 INTRODUCTION

- 1.1 Vectos has been appointed by Fairview Ventures Limited to advise on transport issues related to proposals for a new residential led mixed-use development at Centric Close, Oval Road in the London Borough of Camden.
- 1.2 The site, which is currently occupied by a number of commercial buildings, is situated to the west of Oval Road, opposite the junction with Gloucester Crescent. The western perimeter of the site is formed by the West Coast Main Line, whilst a mixture of residential and commercial properties borders the site to the north and south. The location of the site in a strategic context is shown in **Figure 1**.

Development Proposals

- 1.3 The proposed development comprises the demolition of existing buildings and the erection of 76 residential units and 1,219 sqm of commercial floorspace (Use Class B1) over 4, 5, 6 and 7 storeys providing a mix of 1, 2 and 3 bed apartments. The development includes a landscaped courtyard and communal amenity areas.
- 1.4 The redevelopment of the site will make a positive enhancement to the visual appearance of the area, providing much needed homes for the local area, including commercial floorspace to reflect the Council's aspirations for the area.
- 1.5 This Travel Plan Statement has been prepared in support of the residential element of a planning application for the development.
- 1.6 A total of 14 parking spaces will be provided as part of the development proposals, with the following breakdown:
- 8 disabled residential parking spaces;
 - 1 disabled commercial parking space;
 - 4 commercial parking spaces; and
 - 1 delivery/servicing space.
- 1.7 It is anticipated that the car free nature of the residential aspect of the development would be secured via S106 planning obligation preventing future residents from purchasing parking permits within the surrounding CPZ.

Scope

- 1.8 This Travel Plan Statement provides a tool to promote sustainable travel among future residents of the proposed development at Centric Close, Oval Road, LB Camden. This will help residents minimise their impact on the surrounding Highway Network.
- 1.9 The Travel Plan Statement has been written as a stand-alone document and considers TfL Travel Planning Guidance from November 2013. This document has also been prepared in accordance with BREAAAM TRA 05 Travel Plan guidance and demonstrates compliance with the relevant assessment criteria.
- 1.10 The remainder of this document is structured as follows:
- Section 2 - sets out the accessibility of the site via non-car modes of transport;
 - Section 3 - details the objectives of this Travel Plan Statement;
 - Section 4 - presents a package of measures to help achieve the objectives; and
 - Section 5 - highlights the implementation plan.

2 ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT

- 2.1 The following paragraphs summarise the accessibility of the development site to non-car modes of travel. This includes pedestrians and cyclists along with public transport modes.

Pedestrian Accessibility

- 2.2 Pedestrian access to the site is currently provided via the existing access from Oval Road. The site is highly accessible to pedestrians, with footways provided along all surrounding roads. The pavements are an average of between two and three metres wide. Street lighting is present at regular intervals.
- 2.3 Dropped kerbs are provided at the site access as well as at crossing points within the vicinity of the Oval Road/Gloucester Crescent junctions. Further to the north, a raised table as well as both dropped kerbs and tactile paving are provided at the Oval Road/Jamestown Road junction.

Walking Audit

- 2.4 Following pre-application discussions with London Borough of Camden, an audit of the local pedestrian network was undertaken in order to assess the connectivity of the site with local amenities and sustainable transport facilities.
- 2.5 The walking audit has focussed on key routes to destinations including Camden High Street, Camden Town Underground Station, the closest bus stops and Hawley Primary School. An audit of the following routes has therefore been undertaken:
- Route 1: Site to Camden High Street/Camden Town Underground Station
 - Route 2: Site to Hawley Primary School
 - Route 3: Site to Gloucester Avenue Bus Stops
- 2.6 The walking audit is contained within the Transport Statement submitted as part of this planning application.

Cycling Accessibility

- 2.7 Within the vicinity of the site there are several roads, including Oval Road, Delancey Street and Arlington Road, which are classified within the TfL Local Cycling Guide as “quieter roads that have been recommended by other cyclists, may connect other route sections”.
- 2.8 A section of advisory cycle lane is provided along Oval Road to the north of its junction with Jamestown Road. This section connects with Morrisons Supermarket via a short passage between residential properties.
- 2.9 The Santander Cycle Hire scheme, which allows the hire of bicycles in central London for up to 24 hours, is designed to encourage short cycle trips. A total of 81 Santander Cycles are available at three docking stations located within a short walk of the site. A breakdown of the location of these docking stations, as well as the number of bikes provided and the distance from the site, is as follows:
- Arlington Road, Camden Town (290m) – 24 docking stations
 - Gloucester Avenue (350m) – 24 docking stations
 - Parkway, Camden Town (450m) – 33 docking stations

Public Transport Accessibility

- 2.10 The site is well served by public transport, with London Underground services provided at Camden Town Station as well as several bus routes along the A4201 Parkway, Gloucester Avenue and Camden High Street

Public Transport Accessibility Level (PTAL)

- 2.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk accesses time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 2.12 Due to the high public transport accessibility of the site, it achieves an overall PTAL level of 6a, which indicates ‘excellent’ access to the site by public transport.

Bus Services

- 2.13 There are a number of bus services operating within the local area. Both northbound and southbound bus stops on Gloucester Avenue are located within a walking distance of 300m to the south of the site, whilst additional bus stops on the A4201 Parkway and Camden High Street are both situated within a 450m and 550m walking distance of the site respectively.
- 2.14 A summary of the services that call at these stops is provided in **Table 2.1**.

Table 2.1: Existing Bus Services

Bus Service	Route Summary	Approximate Frequency (Minutes)		
		Weekday	Saturday	Sunday
29	Lordship Lane – Charing Cross Station	3-7	4-8	4-8
88	Camden Gardens – Omnibus Clapham	4-8	10-13	10-13
134	North Finchley – New Oxford Street	4-8	5-8	5-9
214	Highgate School – Finsbury Square	6-10	6-10	10-12
253	Hackney Central Station – Euston	4-8	4-8	7-10
274	Angel Islington – Lancaster Gate	7-10	7-10	8-12
C2	Parliament Hill Fields - Victoria	6-10	7-10	9-12
N20	Barnet High Street – Whitehall	30	9-11	9-11
N29	Little Park Gardens – Charing Cross	7-8	3-4	3-4
N253	Aldgate – New Oxford Street	15	11-12	11-12
N279	Waltham Cross – Charing Cross	20	11-12	11-12

- 2.15 As demonstrated by the information contained in **Table 2.1** the site is extremely well served by bus.

London Underground

- 2.16 Camden Town Underground Station is located approximately 500m walking distance from the site and is served by the Northern Line.
- 2.17 A summary of the services available from Camden Town Underground Station is shown below in **Table 2.2**.

Table 2.2: Summary of London Underground Services from Oxford Circus

Route	Service Frequency (per Hour)		
	Weekday AM	Weekday PM	Weekend
Northbound (Edgware Branch)	18	21	21
Northbound (High Barnet Branch)	17	16	20
Northbound (Mill Hill East Branch)	5	4	-
Southbound (Charing Cross Branch)	24	25	20
Southbound (Bank Branch)	23	24	20

- 2.18 As demonstrated by the information contained in **Table 2.2** the site is extremely well served by London Underground services.

Car Club Facilities

- 2.19 Car Club facilities are a cost-effective and flexible alternative to owning a car and seek to combat the growing issues of congestion on London's road network. A number of car club spaces are located within a short walking distance of the site.
- 2.20 Within the vicinity of the northern junction between Oval Road and Gloucester Crescent, there are two Enterprise Car Club spaces that can be used by future residents on an hourly, self-service basis. Additional facilities are provided by Zipcar who operate several car club vehicles on Gloucester Avenue, approximately 350m to the southwest of the site.
- 2.21 As such, local Car Club facilities should be viewed as a genuine possibility for use by future residents and employees of the proposed development.

Existing Travel Behaviour

Mode Share

- 2.22 The site is located within the Camden 018 Middle Layer Super Output Area (MSOA). In order to establish the existing travel behaviour of residents within the MSOAs, census 2011 journey to work data has been reviewed based on the resident population.
- 2.23 The raw modes split and adjusted are presented in **Table 2.3** below. It should be noted that this has excluded those who are not in employment or who work from home.

Table 2.3 – Modal Share based on 2011 Census Data

Mode of Travel	Mode Share
Underground, metro, light rail or tram	33.6%
Train	3.8%
Bus, minibus or coach	15.2%
Taxi	2.3%
Motorcycle, scooter or moped	2.0%
Driving a car or van	11.1%
Passenger in a car or van	1.0%
Bicycle	11.2%
On foot	19.2%
Other method of travel to work	0.6%
Total	100.0%

- 2.24 It should be noted that no adjustments have been made to the mode share proportions outlined above, despite proposing that the residential aspect of the scheme will be car free. However, it is acknowledged that eight disabled residential parking spaces will be provided and, as such, a limited number of vehicle trips will be generated by the proposed residential uses.

Baseline Travel Survey

- 2.25 A baseline travel survey will be undertaken 6 months from first occupation of the site. The mode share targets set out within this Travel Plan will then be updated accordingly.
- 2.26 The content of the questionnaire will be discussed with LB Camden officers prior to the survey being undertaken. The undertaking of the baseline survey represents the start of the Travel Plan for monitoring purposes and is described as Year 0.

Analysis of Survey

- 2.27 The results of the travel survey will provide information on the established travel choices of residents and hence will provide a basis for ratifying and adjusting the targets as set out in this Travel Plan.
- 2.28 The survey will aim to:
- Identify which modes of transport could be promoted in light of the survey findings; and
 - Establish the popular alternative modes of travel to the site, i.e. what do people want to use but currently do not/cannot.

Summary

- 2.29 The Site has a high level of public transport accessibility (PTAL 6a), particularly due to its proximity to Camden Town Underground Station and numerous bus services which operate locally with a good frequency. Therefore, it is considered an excellent site for the proposed development.

3 OBJECTIVES & TARGETS

Introduction

- 3.1 This chapter sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured.
- 3.2 Objectives are the high-level aims of the Travel Plan and will help to give it direction and provide a clear focus.
- 3.3 Targets are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the site occupiers will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

Objectives

- 3.4 The Travel Plan's overriding objective is to:

Put in place the management tools deemed necessary so that residents of the proposed site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment and surrounding highway network.

- 3.5 The sub-objectives are to:

- Raise awareness of sustainable travel modes available to residents;
- Promote healthy lifestyles and sustainable, vibrant local communities;
- Encourage good urban design principles that maximise the permeability of the development for walking and cycling;
- Improve existing infrastructure and ensure connectivity and assimilation both within the development and between the existing wider community; and
- Avoid reliance on car usage, especially single occupancy vehicles.

- 3.6 These objectives will be achieved by introducing a package of physical and management measures that will facilitate resident to travel by sustainable modes.

Targets

- 3.7 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 3.8 Targets come in two forms - Action and Aims. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this Travel Plan generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 3.9 The Action Targets for this site are:
- To appoint a Travel Plan Coordinator (TPC) prior to initial occupation of the site;
 - To launch the Travel Plans upon initial occupation of the site;
 - To provide travel information to all residents of the site.

Aim Targets

- 3.10 **Table 3.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years. These targets are to be achieved within five years of the launch of the Travel Plan. The interim targets are to be reached within three years of the launch of the Travel Plan.
- 3.11 The Site will be developed to enable and encourage sustainable travel by its residents. Therefore, the Aim Targets (**Table 3.1**) for a 5% reduction in single occupancy vehicle trips from the development has been established. Subsequently, the cycling/walking, train and bus usage Aim Targets are also higher than the surrounding area.
- 3.12 A baseline residential travel survey will be undertaken within 6 months following first occupation of the site. These survey results will form the results of the Year 0 survey.
- 3.13 This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). Given this, it should be acknowledged that the targets will change over time as

results from on-going monitoring become available. This will be discussed with relevant officers at LBC and TfL.

Table 3.1 – Travel Plan AIM Targets

Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim	Final
Achieve a 5% decrease in single occupancy vehicle trips	Modal split monitoring surveys for SOV use	11%	8%	6%
Achieve a 3% increase in residents using the underground/light rail/bus	Modal split monitoring surveys for bus use	49%	51%	52%
Achieve a 2% increase in cycle/walking journeys	Modal split monitoring surveys for walking/cycle use	30%	31%	32%

4 MEASURES AND INITIATIVES

Introduction

- 4.1 This section of the Travel Plan Statement outlines the specific measures to be implemented to enable and encourage sustainable travel choices among residents. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the document. Measures are grouped together broadly under alternative modes of transport headings.
- 4.2 The measures outlined below have been deemed suitable for the situation at the site, however, this list is not exhaustive other potential initiatives could be investigated.

Information Provision

- 4.3 A Sustainable Travel Notice Board will outline the sustainable options for travelling to and from the site. This will be provided in a prominent place within the proposed development.
- 4.4 Travel Information Packs (Welcome Packs) will be provided to residents. This will include information such as a map of the local area highlighting walking and cycling routes, and details of the public transport options in the local area.
- 4.5 Web links will be provided to TfL's journey planning tool.

Encouraging Cycling

- 4.6 The scheme will provide a total of 138 long-stay and 5 short-stay cycle parking spaces, of which 124 long-stay and 2 short-stay spaces will be provided for residential use. This is in accordance with relevant London Plan cycle parking standards contained within the London Plan (2016).
- 4.7 Local cycling routes and information on safe cycling will be provided to all residents as part of their welcome pack. Future residents will also be made aware of the local Santander Cycling Facilities, details of which are provided within **Section 2** of this report.

Encouraging Walking

- 4.8 Residents will be provided with information and advice concerning safe pedestrian routes to the site, particularly from areas within walking distance.
- 4.9 The financial, health and fitness benefits of walking will be promoted.

Encouraging Public Transport

- 4.10 Up-to-date details of bus and rail services, including route information and service frequencies, will also be provided to residents within the welcome packs.
- 4.11 National Rail and TfL Journey Planner websites and enquiry phone numbers will be advertised through all relevant means. Contact details for local taxi operators will be available on the Sustainable Travel Notice Board, and within welcome packs.
- 4.12 Taxis have an important role in providing for resident trips, in particular when other modes of transport may not be available. Details of local taxi companies will be provided.

Car Sharing

- 4.13 Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the number of vehicle trips by residents by implementing and publicising a formal car share scheme.

Car Clubs

- 4.14 As set out in Section 2, there are a number of car club vehicles in the vicinity of the site that residents will be able to use should which provide the ability for occasional car use without the need to own, and therefore park, a vehicle.

Disabled Access

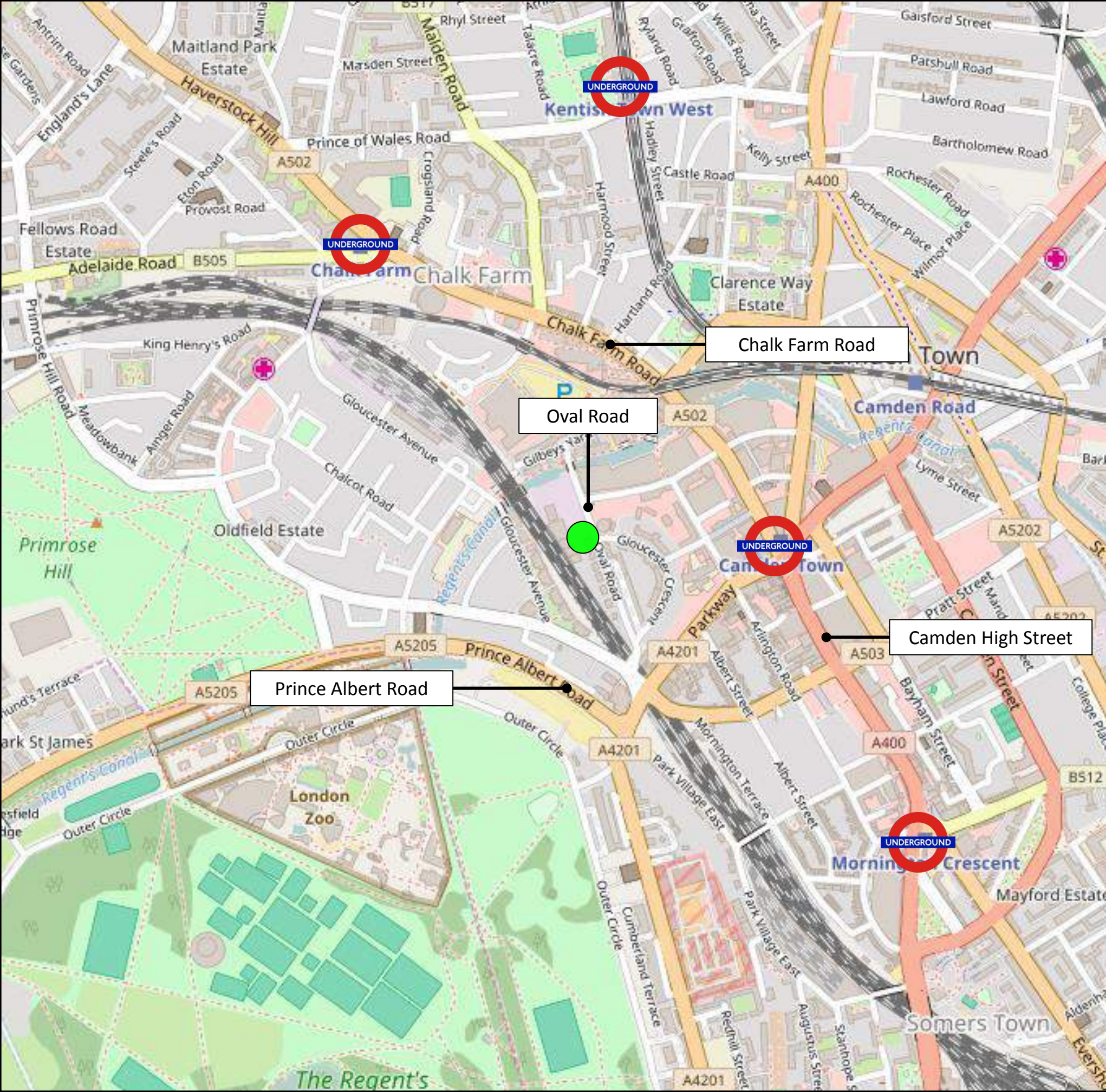
- 4.15 The external landscaping levels have been designed in such a way as to provide for level access across the site and flush entry across the threshold into each building, thereby negating the need for ramps, and so ensure access is suitable for disabled users.

- 4.16 Furthermore, as stated within Section 2, there are footways of sufficient width along both sides of all local roads with dropped kerbs provided at all crossing points within the immediate vicinity of the site.
- 4.17 Eight residential disabled parking spaces will be provided as part of the development in line with local parking standards.
- 4.18 All London bus routes, which are operated by TfL, are wheelchair accessible with automatic ramps and designated wheelchair spaces.

5 SUMMARY

- 5.1 This Travel Plan Statement provides a tool to promote sustainable travel among future residents for the proposed development at Centric Close, Oval Road. This will help residents minimise their impact on the surrounding Highway Network.
- 5.2 The Travel Plan Statement has been written as a stand-alone document and considers TfL Travel Planning Guidance from November 2013. This document has also been prepared in accordance with BREAAAM TRA 05 Travel Plan guidance and demonstrates compliance with the relevant assessment criteria.
- 5.3 Centric Close is located within the London Borough of Camden and is accessed to the west of Oval Road. The area benefits from good pedestrian and cycling accessibility and a high standard of connectivity via both bus and London Underground services, demonstrated by the high PTAL (level 6a).
- 5.4 The main objective of the Travel Plan Statement is to increase awareness of sustainable travel modes available to residents, and to reduce the dependence of on travel by car to and from the development.
- 5.5 In order to achieve this objective a number of measures will be implemented at the Centric Close development. These include the provision of information, such as walking and cycling maps and public transport timetables, cycle stands and a car sharing scheme.

FIGURES



Key

- Site Location
- UNDERGROUND Underground Stations

Fairview New Homes

Centric Close, Oval Road

Site Location Plan
(Strategic Context)

SCALES:		NTS	
DRAWN:	CHECKED:	DATE:	REVISION:
LK	CE	29/09/16	.


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DRAWING REFERENCE: **Figure 1**

APPENDIX E

Fairview Ventures Limited

**Centric Close, Oval Road
London Borough of Camden**

**Delivery and Servicing
Management Plan**

December 2016

Contents

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5	SUMMARY AND CONCLUSION	6

Figures

Figure 1 - Site Location Plan

Appendices

Appendix A - Masterplan
Appendix B - Refuse Vehicle Swept Path Analysis

1 INTRODUCTION

- 1.1 Vectos has been appointed by Fairview Ventures Limited to advise on transport issues related to proposals for a new residential led mixed-use development at Centric Close, Oval Road in the London Borough of Camden.
- 1.2 The site, which is currently occupied by a number of commercial buildings, is situated to the west of Oval Road, opposite the junction with Gloucester Crescent. The western perimeter of the site is formed by the West Coast Main Line, whilst a mixture of residential and commercial properties borders the site to the north and south. The location of the site in a strategic context is shown in **Figure 1**.
- 1.3 The proposed development comprises the demolition of existing buildings and the erection of 76 residential units and 1,219 sqm of commercial floorspace (Use Class B1) over 4, 5, 6 and 7 storeys providing a mix of 1, 2 and 3 bed apartments. The development includes a landscaped courtyard and communal amenity areas.
- 1.4 The redevelopment of the site will make a positive enhancement to the visual appearance of the area, providing much needed homes for the local area, including commercial floorspace to reflect the Council's aspirations for the area.
- 1.5 The Delivery and Servicing Management Plan (DSMP) has been produced to accompany the planning application to develop the site to provide a mixed-use development. It should be noted that this document is an evolving document and will continue to be developed as the operational aspects of the development are progressed.

Objectives of the DSMP

- 1.6 The plan will manage deliveries and servicing to the premises in order to ensure the successful operation of the servicing (including refuse storage and collection) for all elements of the scheme. Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have the minimum impact on both the surrounding highway and pedestrian network.

2 SERVICING AND REFUSE COLLECTION ARRANGEMENT

- 2.1 All deliveries and servicing will be undertaken within the site, as will refuse collection.
- 2.2 A dedicated delivery/servicing parking bay will be located towards the northeast corner of the site as shown in the masterplan, contained at **Appendix A**. It is anticipated that deliveries/servicing will be undertaken by standard vans and smaller LGVs.
- 2.3 Refuse collection for the proposed development will also take within the site. Refuse collection vehicles will enter the site in forward gear before using the central aisle between the proposed parking bays to perform a turning manoeuvre, allowing the vehicle to also egress the site in forward gear.
- 2.4 Swept paths of the refuse collection can be seen in **Appendix B**.

3 KEY FEATURES OF THE SERVICING MANAGEMENT PLAN

- 3.1 On site management will be employed to oversee the operation of the site including servicing and deliveries to ensure its smooth operation.
- 3.2 In order to meet the key objectives of the plan (i.e. to minimise service vehicle / car conflict and safeguard the amenity of pedestrians), the following initiatives will be adopted:
- On site management team will be employed to manage servicing activity at the site;
 - Residents will be encouraged to arrange the use of cars and transit vehicles to deliver goods where possible;
 - The management team will ensure that deliveries remain in the vicinity of the site for as little time as required and that vehicle engines are switched off while stationary (where possible); and
 - The on-site management team will seek to minimise, where possible, deliveries during the peak hours.

Refuse

- 3.3 All refuse collections for Centric Close will be undertaken internally, towards the centre of the site. At all times refuse will be stored within the dedicated refuse stores and estate management will collect it and take it to the refuse area where it will be collected.

4 MONITORING AND REVIEW

4.1 The on-site management team will maintain a record of servicing activity which will include the following information:

- Day
- Date
- Delivery Arrival / Departure Time
- Type of Vehicle
- Goods Delivered
- Any other comments

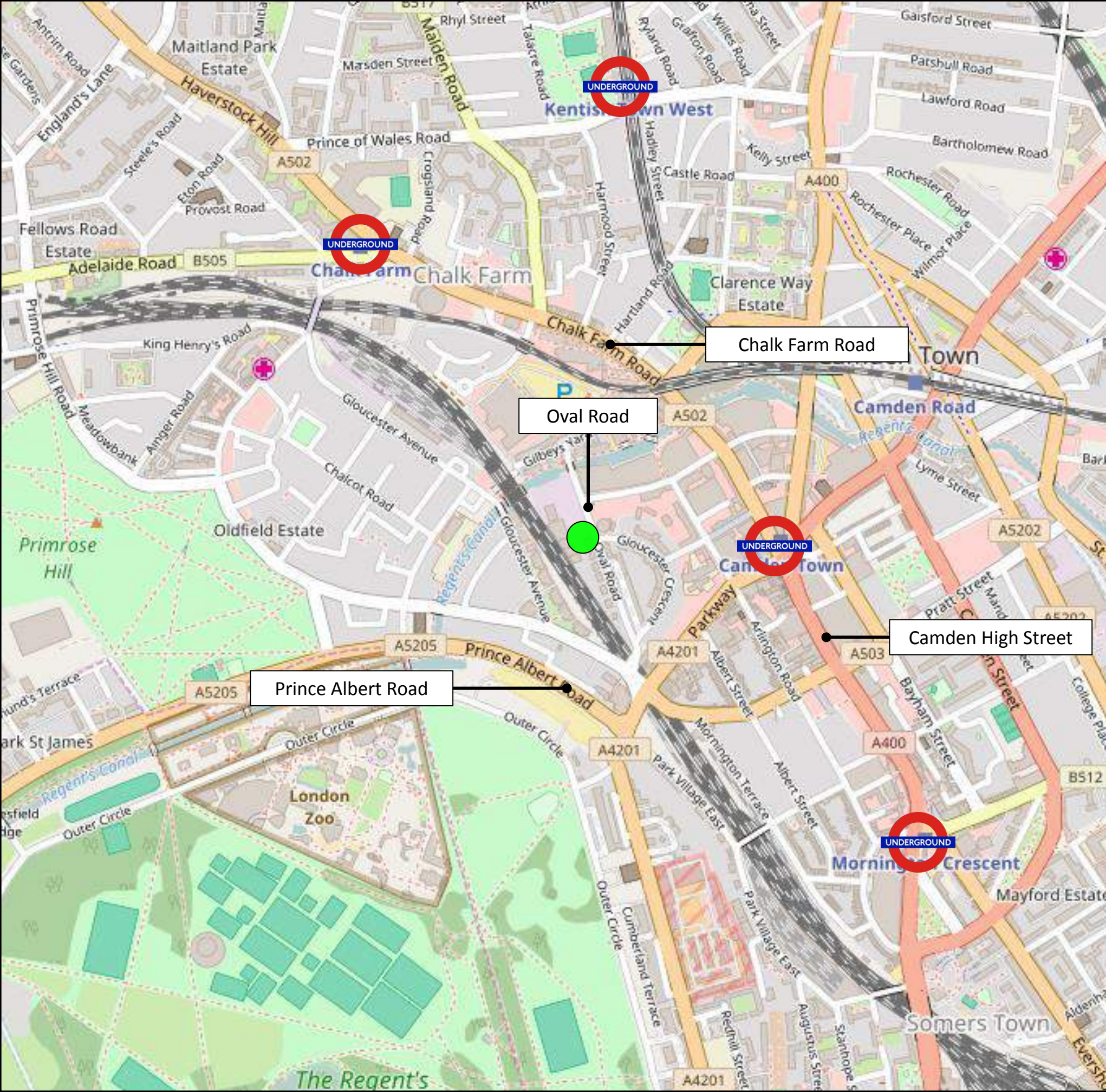
4.2 The on-site management team will constantly monitor / review the success of the DSMP and if considered necessary / appropriate will propose changes which will need to be approved in writing by the local planning authority (LPA).

4.3 The contact details of the onsite management team will be provided to the LPA so that in the event of any issues that arise the authorities can arrange a meeting to discuss.



5 SUMMARY AND CONCLUSION

- 5.1 The purpose of this DSMP is to manage and control deliveries and servicing movements so as to minimise service vehicle and car conflict and to safeguard the safety and amenity of pedestrians.
- 5.2 The DSMP will ensure the successful and efficient operation of servicing / delivery activity on a day to day basis.

FIGURES



Key

-  Site Location
-  Underground Stations

Fairview New Homes

Centric Close, Oval Road

Site Location Plan
(Strategic Context)

SCALES:		NTS	
DRAWN:	CHECKED:	DATE:	REVISION:
LK	CE	29/09/16	.


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DRAWING REFERENCE: **Figure 1**

APPENDIX A



WORKSPACE

1B STUDIO

1B - 2 Persons

2B - 3 Persons

2B - 4 Persons

3B - 5-6 Persons

SS

APPLICATION SITE BOUNDARY

AOV

SMOKE SHAFTAUTOMATIC OPENING VENTPRIVATE AMENITY SPACEWHEELCHAIR ADAPTABLE UNIT

0210

NOTE

When this drawing is issued in uncontrolled CAD format it will be accompanied by a PDF version and is issued to enable the recipient to prepare their own documents / models / drawings for which they are solely responsible. The recipient should report all drawing errors, omissions and discrepancies to the architect. All dimensions should be checked on site by the contractor and such dimensions shall be the contractor's responsibility.

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LOCATION

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job title

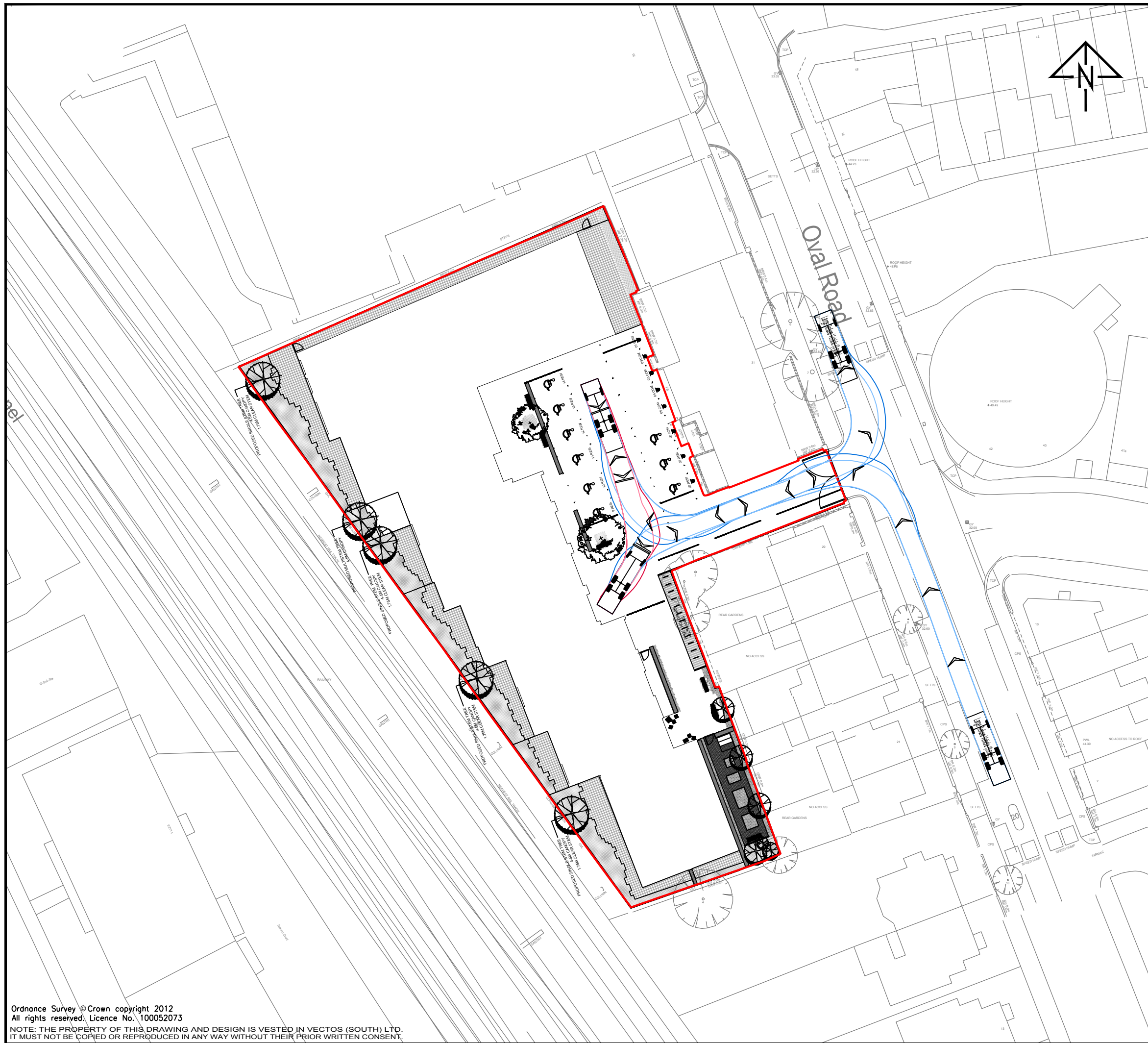
CENTRIC CLOSE

drawing title / location

PROPOSED L00 PLAN

drawn by	checked	scale	status
KP	JR	1:125@A1; 1:250@A3	
project	zone	source	classification
16041			
drawing no.	revision		
(SK)_004	a		

APPENDIX B



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on AHMM layout: EXA_GROUND FLOOR LINEWORK

Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

E	Architect's layout updated, tracking amended to suit.	TF	LK	06.12.2016
D	Architect's layout updated, tracking amended to suit.	TF	LK	23.11.2016
C	Tracking amended to suit updated parking layout.	TF	LK	14.11.2016
B	Architect's layout updated, tracking amended to suit.	TF	LK	07.11.2016
A	Architect's layout updated, tracking amended to suit.	TF	LK	25.10.2016

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Fairview Estates (Housing) Ltd

PROJECT:

Oval Road, Camden

DRAWING TITLE:

Swept Path Analysis
Refuse Collection Vehicle

SCALES:

1:500 at A3

DRAWN:	TF	CHECKED:	CE	DATE:	01.09.2016
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