

LabTech  
**Buck Street Market**  
Servicing Management Plan

REP/SMP/RM001

Issue | 24 July 2018

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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**ARUP**

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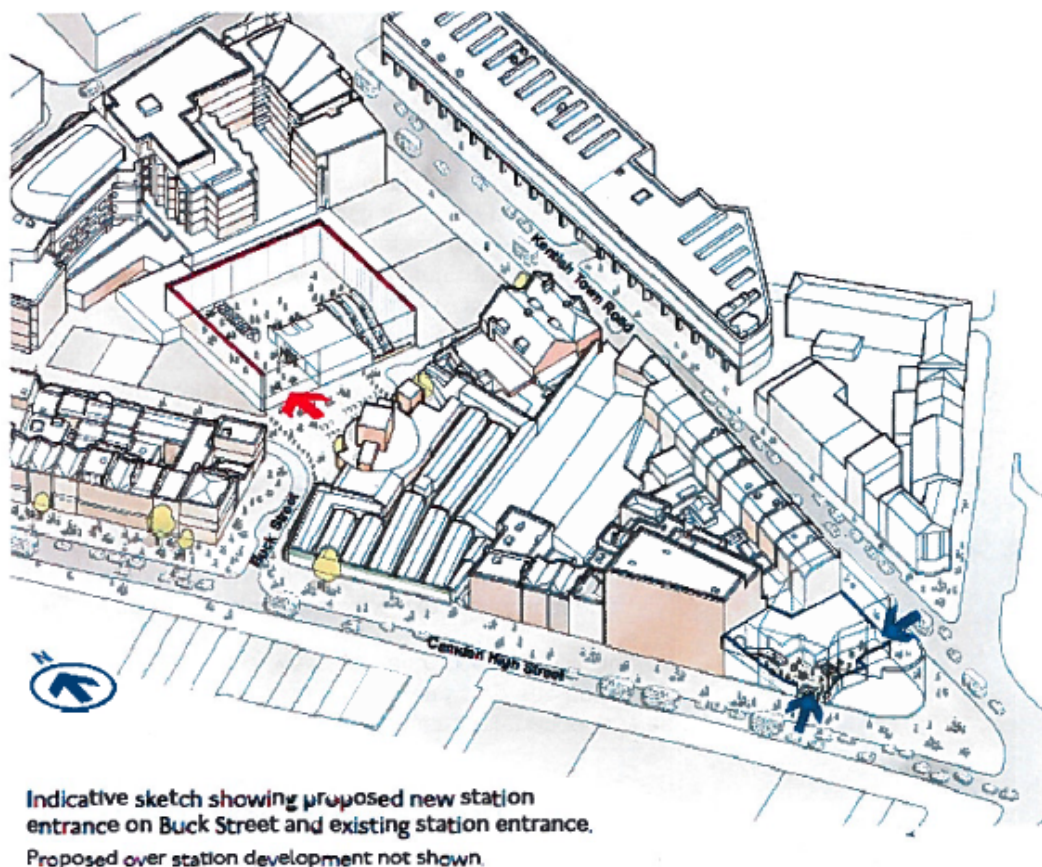
# 1 Introduction

## 1.1 Overview

Arup has been commissioned by LabTech to prepare a Servicing Management Plan (SMP) in support of a planning application for a Container Market scheme on the site of the existing Buck Street Market in the London Borough of Camden (LBC).

The development proposals are to transform the market to provide a ground plus two-level container market comprising retail (Class A1), restaurant / café (Class A3), hot food takeaway (Class A5) and ancillary management / storage uses with associated stalls, partial roof canopy, landscaping, seating and servicing areas.

The SMP sets out how servicing activity at the container scheme will be managed, particularly given that there are proposals to construct a new entrance to Camden Town London Underground station on Buck Street opposite the market. The current proposals for the station, provided by Transport for London (TfL), are shown in **Figure 1**.



**Figure 1 Proposed Location of Camden Town Station Buck Street Entrance**

## 1.2 TfL Consultation

During the life span of the proposed development (within the next five years), it is expected that Transport for London (TfL) will commence works to provide a new entrance to Camden Town London Underground station on Buck Street opposite the market.

The works include increasing capacity at the station so it can properly support the vibrant local community and economy, whilst providing a much better experience for customers using the station. The current proposals for the station, provided by TfL, are shown in **Figure 1**.

In order to understand the implications of the potential TfL works on the market servicing activity, a meeting was held with TfL on 21 February 2018 to discuss the draft Construction Management Plan (CMP) for the proposed station works.

Notes of the meeting are included in **Appendix B**. The key aspects of the emerging construction programme that are likely to affect market servicing operations are:

- The construction of the new station entrance is currently forecast to start in 2021 and continue until 2026. There would therefore be an overlap between the market operations and construction; and
- TfL proposes to close Buck Street south of Stucley Place to all vehicle movements. It is assumed therefore that loading/unloading on Buck Street would be unavailable during the station construction works (and possibly post-construction, if the area around the station entrance is pedestrianised).

## 1.3 SMP Objectives

In order to balance the servicing requirements of the market, and the implications of the potential nearby construction activities, a series of objectives that this SMP seeks to meet have been developed. They are as follows:

- To identify the expected number of delivery and servicing trips associated with the proposed development;
- To identify where safe and legal loading can take place currently, and during the proposed TfL works;
- To identify suitable loading areas when TfL works are completed;
- To ensure market delivery activities do not hinder the flow of traffic on the public highway or obstruct pedestrian routes; and
- To minimise vehicles waiting or parking at loading areas so that there is a continuous availability for approaching vehicles.

On-going monitoring and review of the SMP will be required to ensure that the listed objectives of this SMP are achieved (further details in **Section 6**). If necessary, the SMP will be reviewed and adapted during TfL's construction works to reflect continuous improvement of the delivery and servicing process.

## 1.4 Area Schedule

The area schedule for the proposed development is shown in **Table 1**.

**Table 1 Area Schedule**

Buck Street Market Container Scheme – Area Schedule		
Use	GIA (m <sup>2</sup> )	GEA (m <sup>2</sup> )
Retail (A1) and ancillary use	445	507
Retail (A3)	165	179
Retail (A5)	290	340
<b>Total</b>	<b>900</b>	<b>1,026</b>

It has been assumed, for the purpose of calculating trip forecasts, that the open market area providing space for additional stalls (490m<sup>2</sup>) will be used for A1 retail use.

## 1.5 Reference Publications

The following planning policy and best practice guidance documents have been considered when developing a servicing strategy for the market:

- London Borough of Camden Local Plan, 2017;
- Mayor of London, London Plan, 2016;
- Transport for London (TfL), Delivery Servicing Management Plans;
- TfL, Freight Plan; and
- TfL, Code of Practice for Quieter Deliveries.

## 2 Delivery and Servicing Trips

### 2.1 Existing Servicing Locations

Market servicing operations are currently facilitated by a loading area to the north on Buck Street and by a designated on-street loading bay to the west on Camden High Street. Note however that loading and unloading is prohibited on Camden High Street on a weekend. Loading / unloading is also permitted on Kentish Town Road to the east.

### 2.2 Existing Market Trip Generation

In order to understand the delivery and servicing activity associated with the area, a traffic survey was undertaken on Saturday 10 October 2015 and Tuesday 13 October 2015. The location of the surveys is shown in **Figure 2**. The aim of the surveys was to understand the existing servicing activity on Buck Street, Camden High Street and Kentish Town Road. The results can be seen in **Appendix A**.



**Figure 2** Survey Locations

Trips that were not associated with the Buck Street market and waste trips are shown in **Table 2**.

**Table 2 Non-market Related Trips (2015)**

	Saturday 10/10/2015			Tuesday 13/10/2015		
Location	Buck Street	Camden High Street	Stucley Place	Buck Street	Camden High Street	Kentish Town Road
Peak Periods	14:00-15:00, 18:00-19:00	N/A	N/A	14:00-15:00	NA	NA
Peak Period Arrivals	4	-	-	7	-	-
All Daily Arrivals	10	4	-	22	1	3

Trips that were recorded servicing or making deliveries to Buck Street Market are shown in **Table 3**.

**Table 3 Existing Market Related Trips (2015)**

	Saturday 10/10/2015			Tuesday 13/10/2015		
Location	Buck Street	Camden High Street	Stucley Place	Buck Street	Camden High Street	Kentish Town Road
Peak Periods	10:00-11:00	N/A	N/A	10:00-11:00	NA	NA
Peak Period Arrivals	5	-	-	3	-	-
All Daily Arrivals	15	1	1	17	1	1

An analysis of the survey data (see **Appendix A**) shows the following:

- The majority of servicing activity in the vicinity of the site takes place on Buck Street;
- Servicing is mainly undertaken by cars, vans and LGVs;
- On both a weekday and weekend there is a peak hour of activity between 10:00 and 11:00, with 5 trips to the market recorded; and
- The total servicing events and servicing activity profiles generally appear similar between Tuesday and Saturday.

## 2.3 Forecast Trip Generation

The forecast number of service and delivery vehicle trips when the market is redeveloped has been estimated using an Arup in-house vehicle generation tool developed to utilise Arup research and other survey information from similar developments in the United Kingdom.

The generation tool applies a delivery and servicing vehicle trip rate for each of the proposed land-uses to the relevant gross internal area (GIA) for that use. The



trip rates, which are expressed as vehicles per 100m<sup>2</sup> per day, have been derived from survey data from office, retail, and other facilities around London, as well as relevant design guidelines and local authority regulations. It is necessary to use these trip rates, rather than the 2015 survey data, as the mix of retail use is different to the existing use.

Based on the proposed GIA, Arup has calculated that a total of 14 vehicle trips per day will on average require service access to the market. A summary is shown in **Table 4**. This estimate is relative to the servicing activity recorded in 2015 and therefore suggests that the overall delivery pattern is unlikely to change.




**Table 4 Estimated Daily Deliveries for the Proposed Development**

Daily Deliveries for the Container Scheme					
Land Use	GIA (m <sup>2</sup> )	Average Daily Trip Rate per 100m <sup>2</sup>	Number of Daily Deliveries	Peak Hour Trips	Servicing Peak Hours
Retail (A1)	445	0.52	3	1	06:00-08:00
Retail (A3)	165	2.20	4	2	
Retail (A5)	290	2.20	7	3	
<b>Total</b>	<b>900</b>		<b>14</b>	<b>6</b>	

## 2.4 Type of Servicing Vehicles

The majority of servicing trips to the market are made by 6m transit vans with the remainder of deliveries made by cars or 8m rigid vehicles. Waste is collected by 8m refuse vehicles as shown in **Table 5**. It is increasingly common for some suppliers to use cargo bikes for deliveries which would have a shorter turnaround time than the vehicles included in **Table 5**.

**Table 5 Type of Delivery and Servicing Vehicles**

Vehicle Type	Vehicle	Characteristics	Turnaround Time (minutes)
Car		1.5 Tonne, vehicle length 4.5m, height 1.5m	1 - 5
Light Goods Vehicle		3.5 Tonne, vehicle length 6m, height 3.0m	5 - 10
Medium Goods Vehicle		7.5 Tonne, vehicle length 8m, height 4.2m	10 - 15

## 2.5 Typical deliveries

Typical deliveries, identified through discussions with the market manager and by the survey data, are as follows:




- Catering supplies including fresh and food;
- Clothes and fabrics;
- Cleaning materials; and
- Stall requirements / furniture.

These goods and materials are normally delivered in the following ways:

- Linen is wrapped in plastic and comes in bags, trolleys or roll containers;
- Frozen food deliveries are generally palletized, whereas fresh food is delivered in plastic/wooden crates; and
- Cans are often delivered on a pallet.

Palletized goods and heavy or large crates are handled using a hand pallet truck, which will be provided by the on-site management team. Roll cages are pushed. Examples of the types of containers which are used for general goods deliveries are shown in **Table 6**.

**Table 6 Typical Goods Containers**

Roll Container	Pallet	Plastic or Wooden Crate
		
<p>Overall width: 7800mm Overall length: 6800mm Overall height: 13400mm</p> <p>Capacity: 600kg</p>	<p>Width: 1200mm Length: 800mm Height: 166mm</p> <p>Capacity: 1000kg</p>	<p>Overall width: 1000mm Overall length: 1200mm Overall height: 400mm</p>

## 3 Camden London Underground Station Construction Management Plan

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### 3.1 TfL Construction Programme

At a meeting with Arup on 21 February 2018, TfL shared the initial Construction Management Plan (CMP) for the Camden Town station works on Buck Street. It is expected that TfL will formally consult on the CMP proposals in early 2019.

TfL indicated that the majority of large construction deliveries are expected to access the construction site from Kentish Town Road via a gated layby, parallel to the construction site. This facility would enable deliveries to be transferred from vehicles into the site by tower crane.

It was also indicated in the draft CMP that smaller vehicles could use Camden High Street and Buck Street, as well as Kentish Town Road, to access the construction site. Construction vehicles coming to the site on Buck Street would approach via Camden High Street from the south and turn right into Buck Street. Traffic marshals would be located at key points to manage pedestrian movements as vehicles enter the site.

### 3.2 Impact on Operations

In response to the draft CMP proposals there would be operational impacts to the market, these include:

- The loss of access to the market from Buck Street. This would remove the ability for vehicles to load / unload on Buck Street which is currently the predominant location for servicing activity associated with the market (and other local businesses). Loading and unloading is prohibited on Camden High Street on a weekend. If Buck Street was closed to general traffic, there would be no alternative weekend servicing location for the market and other local businesses;
- The proposed site hoarding arrangement, as presented by TfL in the draft CMP, would result in the loss of direct access to the Kentish Town Road storage facility from Buck Street. Without direct access to this facility, operators would require a round trip of approximately 500m along Kentish Town Road and Camden High Street, or via Hawley Crescent and Stucley Place; and
- Pedestrians occupying the pavement during movements of construction traffic into Buck Street may 'bunch' together along the pavement between the junction and the on-street loading bay on Camden High Street.

### 3.3 Response to Impact

In response to the impacts listed in Section 3.2 above, it is anticipated that:

- Prior to the works on Buck Street commencing, an alternative weekend servicing strategy would be agreed with LBC; and
- The scheme will liaise with the site contractor to coordinate site movements and minimise the potential for conflict between deliveries into the market and pedestrians waiting to cross Buck Street.

## 4 Delivery and Servicing Strategy

### 4.1 Introduction

In developing a strategy for servicing the market, consideration has been given to the existing local servicing activity, the forecast number of trips associated with the proposed use and the potential that construction works associated with a new entrance to Camden Town station could commence on Buck Street whilst the market is in operation.

### 4.2 Management

In order to ensure that the market is serviced efficiently, the Market Manager will be responsible for managing service and delivery vehicle trips. The Market Manager may delegate duties to a warden or attendant to manage the loading bay but they will be given overall responsibility to ensure servicing activities do not affect local businesses, residents and visitors to the surrounding area.

The current (June 2018) Market Manager responsible for managing service and delivery vehicle trips is Colin Matthews who can be contacted via email: [colin@camdenmarket.com](mailto:colin@camdenmarket.com). The SMP will be updated, and LBC informed, if the Market Manager contact changes when the proposed development is operational.

### 4.3 Servicing Location

Surveys commissioned in 2015 confirm that servicing activity associated with the existing market predominantly takes place to the north on Buck Street. However, TfL proposes to close Buck Street to vehicles to facilitate the new Camden Town station entrance and therefore it is possible that during the operational phase of the proposed development, vehicles will no longer be able to utilise Buck Street for servicing purposes.

The nearest alternative loading location is Camden High Street, where an on-street loading bay can accommodate two vehicles.

Using the survey data and forecast trip generation, **Table 7** shows the total number of deliveries that would be expected at the alternative location on Camden High Street, with and without the transfer of activity from Buck Street and Kentish Town Road.

**Table 7 Estimated Deliveries on Camden High Street**

	Total Number of Deliveries	Peak Period(s)
Not including surrounding activity	14	06:00-08:00
Including surrounding activity	40	14:00-15:00

**Table 7** indicates that with the proposed development, and based on the number of trips to other local businesses recorded by the survey in 2015, there could be approximately 40 daily trips to the area that require a vehicle set down location for servicing and delivery purposes.

The existing Camden High Street loading bay is suitable, with regards to the quantity of trips, to accommodate these trips. The analysis of the 2015 servicing survey and the trip generation forecasts for the proposed development indicate that there will be a peak arrival of three vehicles per hour between the hours of 06:00 and 08:00. The on-street loading bay on Camden High Street, as highlighted in **Figure 3**, can process two vehicles at a time. Therefore, with an average dwell time of fifteen minutes and a maximum dwell time of 20 minutes, it has the capacity to process three large vehicles and four small vehicles per hour. It is therefore concluded that the Camden High Street loading bay has the capacity to accommodate the servicing activities associated with the proposed development and the baseline surrounding local business' servicing activity.



**Figure 3 Camden High Street Loading Bay Location**

However, use of the Camden High Street loading bay is currently prohibited at weekends. If Buck Street is closed to vehicles, there is no alternative nearby location for servicing operations related to the market and other local businesses. The survey data (see **Section 2**) shows that weekend servicing activity is still present but lower than weekday servicing. As part of the TfL works package it is expected that a wider local area agreement will be sought to either amend the weekend restrictions to facilitate servicing on this section of Camden High Street, or provide an alternative suitable location.

## 4.4 Pedestrian Routes

There are no proposed changes to the pedestrian routes serving the market. However, the proposed station construction works on Buck Street could affect the pedestrian access routes for future visitors to the market.

The loading area on Camden High Street is a shared surface area by the side of the carriageway. If, during construction, this area is taken forward as the main servicing location, good visibility between drivers and between pedestrians and drivers will be essential for operational safety.

During TfL construction, there may be times where pedestrians are restricted from crossing Buck Street (due to TfL construction traffic), causing pedestrian congestion on the footpath outside the market. The Market Manager will deploy

marshals to ensure pedestrian management and public safety is maintained when the loading area is in use.

## 4.5 Strategy

Market servicing operations will continue to take place as existing on Buck Street to the north, Camden High Street to the west and Kentish Town Road to the east.

If Buck Street is closed to traffic during the station construction works, it is expected that all servicing activity will take place using the existing loading area on Camden High Street. Measures that will be applied to minimise the impact of intensifying use of this loading area are as follows:

- Market delivery vehicles will be instructed to undertake servicing using the designated loading bay only;
- The Market Manager and/or a designated traffic marshal will ensure vehicles delivering to the market do not occupy the loading bay longer than required to unload and transport goods into the market to minimise dwell times. LBC consent will be sought to change the permitted loading restrictions such that a single vehicle is allowed a maximum of twenty minutes;
- Vehicles that exceed the permitted dwell time will be issued a penalty notice;
- A maximum of two vehicles can be accommodated within the loading bay at any one time;
- The marshals will ensure vehicles arriving when the loading bay is occupied are moved on and told when to return; and
- The marshals will instruct drivers to switch off their engines whilst loading / unloading, preventing engine-idling during delivery and servicing activity. This will minimise noise and the impact of vehicle exhaust emissions on air quality.

## 4.6 Vehicle Reduction Measures

The market will also introduce policy-led interventions to avoid unnecessary vehicle movements. These include:

- Encouraging procurement led consolidation to standardise suppliers for non-specific products e.g. basic ingredients, stationary, pallets etc; and
- Liaising with the site contractor responsible for the station works on Buck Street to try and coordinate vehicle movements.



## 5 Waste Management Strategy

This section sets out the waste management strategy for the development including:

- Waste generation;
- Storage requirements; and
- Waste collection strategies.

Waste generated within the development is split between dry mixed recyclables (co-mingled) and residual waste.

### 5.1 Waste Generation

Guidance in the following documents has been applied when defining the waste management strategy:

- Refuse Storage and Collection, Code of Practice, Revised July 1996;
- BS 5906:2005 Waste management in buildings – a code of practice; and
- London Borough of Camden Waste Management Policy.

Two-day waste generation has been calculated to comply with best practice and allow for contingency.

#### 5.1.1 Two Day Waste Generation and Storage

The estimated two-day waste generation for the container scheme is 5.20m<sup>3</sup> as shown in **Table 8**.

**Table 8 Two-day Waste Generation**

Container Scheme - Two Day Waste Generation			
Waste Stream	A1 (Retail)	A3 (Restaurant & Café)	Total
Residual	0.18	2.21	2.39
Paper	0.41	0.00	0.41
Cardboard	0.61	0.18	0.79
Plastic	0.20	0.11	0.31
Aluminium	0.00	0.11	0.11
Glass	0.05	0.18	0.23
Food Waste	0.08	0.88	0.96
<b>Total</b>	<b>1.53</b>	<b>3.67</b>	<b>5.20</b>

## 5.2 Waste Storage Requirements

The requirements for waste storage and handling outlined in the documents above are as follows:

- All waste containers will be accessible to the waste collector;
- A minimum clear space of 150mm will be allowed between waste containers;
- Drainage/hosedown facilities will be provided to allow cleansing of waste storage rooms;
- The waste collector will not be required to pull full containers more than 10m to the collection vehicle. Containers will be stored/presented within 10 metres of vehicle access and provide unhindered access to each individual bin;
- The ground between the storage location for bulk bins and the loading position will be level, smooth, hard surfaced and provide a drop kerb should a container be required to be brought to ground level. The ground may have a maximum gradient of 1:14 if the ground slopes down towards the collection vehicle; and
- The waste room walls will be constructed of, or lined with, hard impervious material with a smooth finish suitable for washing down. The floor will not be less than 100mm thick, and formed of hard impervious material with a smooth finish, and there will not be steps and projections at the entrance.

## 5.3 Waste Storage

The waste generated by the market (shown in **Table 8**) will require 23.0m<sup>2</sup> of operational space to accommodate the storage equipment shown in **Table 9**.

**Table 9 Summary of Waste Storage Requirements**

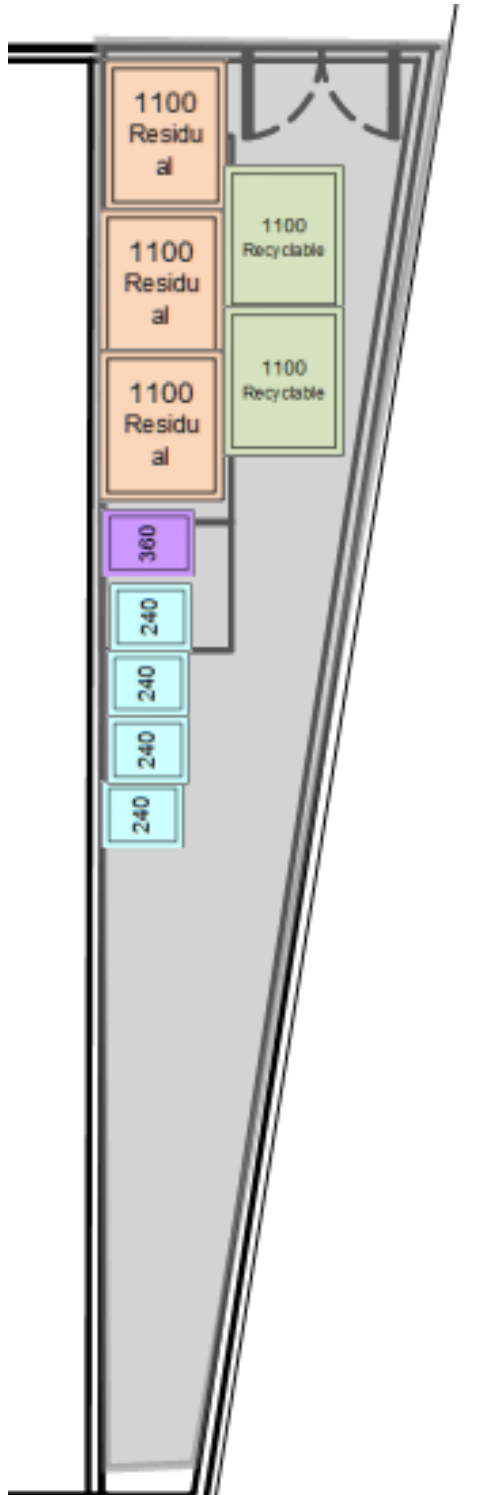
Waste Type	Un-compacted Waste (m <sup>3</sup> )	Waste Container		
		Description	Volume (m <sup>3</sup> )	Number Required
Residual	2.39	1,100 litre bin	1.1	3
Paper	0.41	1,100 litre bin	1.1	2
Cardboard	0.79			
Plastic	0.31			
Aluminium	0.11			
Glass	0.23	360 litre bin	0.36	1
Food Waste	0.96	240 litre bin	0.24	4
<b>Total</b>	<b>5.20</b>	-	-	<b>10</b>

To summarise, the waste room will accommodate:

- 3 No. 1,100 litre eurobins for residual waste;
- 2 No. 1,100 litre eurobins for dry mixed recyclables (paper, cardboard, mixed metals and plastics);

- 1 No. 360 litre wheelie bin for glass; and
- 4 No. 240 litre wheelie bin for food waste.

A refuse store has been provided on the ground floor and an indicative layout is shown in **Figure 4**.



**Figure 4 Indicative Waste Store Layout**

## 5.4 Waste Collection

The waste will be collected from Camden High Street. The facilities management team will move the bins to the waste presentation area, as shown in **Figure 5**, and return them within 30 minutes of collection.



**Figure 5 Waste Presentation Process**

## 6 SMP Review Process

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### 6.1 Monitoring

This SMP and the waste strategy will be updated frequently. This section sets out how the document will be reviewed and maintained. The Market Manager is responsible for monitoring the effectiveness of the servicing strategy. Key data that will be captured to monitor the strategy is as follows:

- Number of daily servicing trips on a typical weekday and weekend;
- Delivery vehicle types and the volume of carried goods;
- Arrival and departure times; and
- Construction vehicle activity associated with the proposed upgrades to Camden Town station during the construction works.

The Market Manager will use information and feedback from occupiers, suppliers and local residents in order to conduct an annual review of this SMP. This review will assess the efficiency of the SMP to meet the objectives of minimising the environmental impact on the surrounding area and providing servicing arrangements for the market which meet road management and safety requirements. The market will manage the relationship with LBC and TfL to review the SMP at suitable periods and update as necessary.

### 6.2 Stakeholder Engagement

TfL are continuing to hold public consultations events regarding the planned constructions works to Camden Town Station on Buck Street. The SMP will be updated following these reviews and in line with the CMP during construction.

Initial discussions with TfL highlight some forecast issues, which have been included in this SMP alongside proposed measures to mitigate any anticipated impacts.

At an appropriate time, the SMP will be updated to reflect the updates to TfL's CMP for the proposed station upgrade. LabTech will continue to engage with LBC and TfL to ensure both safe and efficient procedures are in place to facilitate both the construction works and market operations.

## Appendix A

### Survey Data

Union Street Market - Servicing and Delivery Survey

Saturday the 10th of October 2015

Events based on Servicing Only

Event No	Event Time			Loading Details			Vehicle Type													Approx. Vehicle Length (m)	Parking Location				Supplier Information		Destination	Notes							
	Arrival Time	Departure Time	Duration of Stay	Start of Loading	End of Loading	Duration of Loading	Cycle	Motorcycle	Car			LGV			MGV	HGV					Road Name	Section	Side	Parking Type	Livery or Business Name (If Available)	Servicing Type									
									Car	Taxi	Private Hire Vehicle	Combo Van	LGV	LGV (LWB)		LGV Luton	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid										3 Axle Articulated	4 Axle Articulated	Clothes Rail/Trolley				
2	05:59	06:20	00:21	n/a	n/a	n/a									1												5.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	Camden/Veolia	Servicing	Buck Street	Street cleaning with power washer
4	06:46	06:48	00:02	n/a	n/a	n/a																					9.5	Camden High Street	Pavement Loading Bay by Market	E	Loading	Camden/Veolia	Waste Collection	Camden High Street	Street rubbish
7	07:24	07:49	00:25	07:25	07:49	00:24			1																		5.2	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Trader - Setting up stall - By hand
9	07:36	08:13	00:37	07:36	08:13	00:37			1																		4.9	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Trader - Bags to market by hamd
13	07:52	09:12	01:20	07:55	09:12	01:17							1														5.6	Camden High Street	Pavement Loading Bay by Market	E	Loading	No Livery	Delivery	Union Street Market	Trader - Bags by hand
14	08:08	08:14	00:06	08:10	08:14	00:04							1														4.5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	Union Street Market	Trader - Bags by hand
16	08:17	08:18	00:01	n/a	n/a	n/a													1								9.5	Buck Street	Camden High Street to Kentish Town Road	S	Double Yellow	Camden/Veolia	Waste Collection	Buck Street	Collection of rubbish on street
17	08:20	08:25	00:05	08:21	08:25	00:04							1														5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	G4S	Servicing	Union Street Market	Cash Service
19	08:48	09:04	00:16	08:49	09:04	00:15			1																		4.5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	Union Street Market	Trader - Bags by hand
26	09:54	09:55	00:01	09:54	09:55	00:01			1																		4.5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	Union Street Market	
30	10:14	10:16	00:02	10:14	10:15	00:01			1																		4.5	Buck Street	Camden High Street to Kentish Town Road	S	Motorcycle	No Livery	Delivery	Union Street Market	Bags of clothing by hand
31	10:14	10:15	00:01	10:14	10:15	00:01			1																		4.8	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Bags by hand
32	10:14	10:17	00:03	n/a	n/a	n/a			1																		4.5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	Union Street Market	
35	10:36	10:39	00:03	10:36	10:39	00:03							1														5.6	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	Union Street Market	
37	10:45	11:16	00:31	10:50	11:15	00:25									1												5.3	Buck Street	Camden High Street to Stucley Place	N	Double Yellow	Dairy Crest	Delivery	Union Street Market	Catering Supplies - Also to other businesses in the area
38	10:49	10:58	00:09	10:49	10:58	00:09							1														5.8	Buck Street	Camden High Street to Kentish Town Road	S	Pay	Yodel	Delivery	Kentish Town Road - Flats	Hand Truck
40	11:04	11:26	00:22	11:05	11:26	00:21							1														4.3	Buck Street	Camden High Street to Stucley Place	N	Double Yellow	Royal Mail	Delivery	Various	Delivered to various places in the area - By Hand
50	12:36	12:59	00:23	12:36	12:59	00:23		1																			2.1	Buck Street	Camden High Street to Kentish Town Road	S	Motorcycle	No Livery	Delivery	Union Street Market	Went into market with a small bag
60	14:00	14:29	00:29	14:00	14:29	00:29							1														5.5	Buck Street	Camden High Street to Stucley Place	N	Double Yellow	S & M Car, Van & Minibus Hire	Delivery	Various	Delivered to various places in the area - By Hand
66	14:40	17:00	02:20	n/a	n/a	n/a							1														5.9	Buck Street	Camden High Street to Stucley Place	N	Double Yellow	No Livery	Servicing	Passing Trade	Ice Cream Van
67	14:42	15:00	00:18	14:43	15:00	00:17			1																		4.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Camden High Street	Various shops in the area
72	15:17	15:40	00:23	15:35	15:40	00:05							1														5	Stucley Place	Buck Street to Hawley Crescent	W	Double Yellow	No Livery	Delivery	Union Street Market	Large boxes on hand truck
85	16:15	17:25	01:10	n/a	n/a	n/a							1														5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	Blue Broom Cleaning Service	Servicing	Camden High Street - Flat	
91	16:47	16:52	00:05	n/a	n/a	n/a													1								6.6	Camden High Street	Pavement Loading Bay by Market	E	Loading	Camden/Veolia	Waste Collection	Camden High Street	Collection of rubbish on street
93	17:00	17:03	00:03	17:00	17:03	00:03			1																		4.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Bag of Clothes - By Hand
110	17:56	18:24	00:28	17:56	17:58	00:02			1																		4.3	Camden High Street	Pavement Loading Bay by Market	E	Loading	No Livery	Delivery	Punky Fish, 190 Camden High St, London NW1 8QP	Box and clothes by hand
121	18:34	18:36	00:02	n/a	n/a	n/a																					9.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	Camden/Veolia	Waste Collection	Buck Street	Collection of rubbish on street
123	18:36	18:38	00:02	n/a	n/a	n/a																					9.5	Buck Street	Camden High Street to Kentish Town Road	S	In Road	Camden/Veolia	Waste Collection	Buck Street	Collection of rubbish on street
128	19:39	19:58	00:19	n/a	n/a	n/a																					6.2	Camden High Street	Pavement Loading Bay by Market	E	Loading	Camden/Veolia	Waste Collection	Camden High Street	Collection of rubbish on street
TOTAL Vehicles		29					0	1	10	0	0	2	8	0	0	2	2	4	0	0	0	0	0												

Min Duration of Stay	00:01	Min Loading	00:01
Max Duration of Stay	02:20	Max Loading	01:17
Avg Duration of Stay	00:21	Avg Loading	00:15

Union Street Market - Servicing and Delivery Survey

Tuesday the 13th of October 2015

Servicing Events Only

Event No	Event Time			Loading Details			Vehicle Type														Approx. Vehicle Length (m)	Parking Location				Supplier Information		Destination	Notes	
	Arrival Time	Departure Time	Duration of Stay	Start of Loading	End of Loading	Duration of Loading	Cycle	Motorcycle	Car			LGV			MGV	HGV				Road Name		Section	Side	Parking Type	Livery or Business Name (If Available)	Servicing Type	Destination			Notes
									Car	Taxi	Private Hire Vehicle	Combo Van	LGV	LGV (LWB)		LGV Luton	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid											
2	06:12	06:14	00:02	n/a	n/a	n/a																6.4	Kentish Town Road	Bus Stop to Buck Street	W	Single Yellow	Camden/Veolia	Waste Collection	Corner of Buck Street and Kentish Town Road	Hand Truck of small boxes
5	07:02	07:06	00:04	n/a	n/a	n/a											1					6.4	Buck Street	Camden High Street to Kentish Town Road	S	Double Yellow	Camden/Veolia	Waste Collection	Corner of Buck Street and Kentish Town Road	Dropped off paper towels - Monthly delivery
7	07:29	07:58	00:29	n/a	n/a	n/a												1				4.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	Essex & Suffolk Living Water	Servicing	Hawley Infant School, Buck Street, Camden, London, NW1 8NJ	Large Box by Hand to Security Office
9	08:24	08:27	00:03	08:24	08:27	00:03												1				5	Buck Street	Stucley Place to Kentish Town Road	N	Double Yellow	PHS	Delivery	Hawley Infant School, Buck Street, Camden, London, NW1 8NJ	Bags by hand
10	08:39	08:55	00:16	n/a	n/a	n/a																4.2	Buck Street	Camden High Street to Kentish Town Road	S	Pay	M & M general Cleaners	Servicing	JD Sports, 213-219 Camden High Street, London NW1 7BT	Bags by hand
11	08:53	08:59	00:06	08:53	08:59	00:06			1													5.5	Buck Street	Camden High Street to Stucley Place	S	Double Yellow	UPS	Delivery	Union Street Market	Hand Truck
13	08:57	08:58	00:01	n/a	n/a	n/a																6.6	Kentish Town Road	Bus Stop to Buck Street	W	Single Yellow	Camden/Veolia	Waste Collection	Corner of Buck Street and Kentish Town Road	Catering Supplies - By hand
25	09:26	09:26	00:00	09:26	09:26	00:00			1													4.2	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Catering supplies - by hand
27	09:34	09:36	00:02	09:34	09:36	00:02			1													4.2	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	Union Street Market	Small packages to security office - also various, rejoined van on Kentish Town Rd
31	09:53	09:59	00:06	09:53	09:59	00:06												1				6.1	Kentish Town Road	Bus Stop to Buck Street	W	Single Yellow	Truline	Delivery	Towards Sainsburys	Bags of stock by hand
36	10:02	10:05	00:03	10:02	10:05	00:03												1				6.1	Kentish Town Road	Bus Stop to Buck Street	W	Single Yellow	IMS of Smithfield	Delivery	Hawley Infant School, Buck Street, Camden, London, NW1 8NJ	Trader - Bags by hand
37	10:05	10:12	00:07	10:06	10:12	00:06												1				6.9	Buck Street	Camden High Street to Stucley Place	S	Double Yellow	No Livery	Delivery	Union Street Market	Also various others
38	10:09	10:12	00:03	10:09	10:11	00:02													1			6.9	Kentish Town Road	Camden Road to Sainsburys Access	E	Single Yellow	Royal Mail	Delivery	Union Street Market	Shop fittings by hand
43	10:24	10:26	00:02	10:24	10:26	00:02			1													4.5	Buck Street	Camden High Street to Kentish Town Road	S	Disabled	No Livery	Delivery	Union Street Market	Trader - Small trolley - Disappeared into market so loading times not available.
48	10:39	10:42	00:03	n/a	n/a	n/a																6.1	Buck Street	Camden High Street to Stucley Place	N	Double Yellow	PHS Washrooms	Servicing	The Bucks Head, 202 Camden High St, London NW1 8QR	Went in with small bag of goods
49	10:42	12:39	01:57	11:16	12:39	01:23												1				5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Catering supplies - by hand
50	10:42	11:22	00:40	10:50	11:22	00:32																6.1	Camden High Street	Inverness Street to Jamestown Road	W	Loading	Dairy Crest	Delivery	Union Street Market	Trader - Bags by hand
55	11:02	11:06	00:04	11:02	11:06	00:04			1													4.5	Buck Street	Camden High Street to Kentish Town Road	S	Disabled	No Livery	Delivery	North on Camden High Street	Catering Supplies - Hand Truck
57	11:20	13:27	02:07	n/a	n/a	n/a			1													4.3	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Barrels of beer - Hand Truck to trapdoor in footpath
60	11:34	14:14	02:40	n/a	n/a	n/a			1													4.7	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Servicing	Rokit, 225 Camden High St, London NW1	Letter
64	12:26	12:43	00:17	12:26	12:41	00:15	1															2.1	Buck Street	Camden High Street to Kentish Town Road	S	Motorcycle	No Livery	Delivery	Union Street Market	Goods in bags
70	12:42	12:51	00:09	12:44	12:51	00:07																1	Buck Street	Camden High Street to Stucley Place	N	Double Yellow	Brakes	Delivery	Hawley Infant School, Buck Street, Camden, London, NW1 8NJ	Bags
72	12:50	12:54	00:04	12:50	12:54	00:04			1													4.5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	Union Street Market	Blocked by recovery vehicle so recipient came out to van to pick up small package
73	12:51	13:07	00:16	12:51	13:07	00:16																9.7	Buck Street	Camden High Street to Kentish Town Road	S	Pay	Brakes	Delivery	The Bucks Head, 202 Camden High St, London NW1 8QR	Boxes to churrch
81	13:13	13:25	00:12	13:14	13:25	00:11												1				4.8	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	Southwark Brewing Company	Delivery	The Bucks Head, 202 Camden High St, London NW1 8QR	2 large bags of clothes
86	13:21	13:26	00:05	13:21	13:26	00:05		1														2.1	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Delivery	North on Camden High Street	Bags of stock by hand
89	13:26	13:29	00:03	13:26	13:29	00:03			1													4.1	Buck Street	Stucley Place to Kentish Town Road	N	Access	No Livery	Delivery	Union Street Market	Bag of stock
92	13:42	14:21	00:39	13:42	13:53	00:11		1														2.1	Buck Street	Camden High Street to Kentish Town Road	S	Motorcycle	No Livery	Delivery	Union Street Market	Several bags
93	13:56	14:27	00:31	n/a	n/a	n/a																16.4	Buck Street	Stucley Place to Kentish Town Road	N	Double Yellow	Cedar Assist	Servicing	Dairy Crest broken down vehicle n Buck Street	Went with packages, came bag with bags
95	14:00	14:09	00:09	14:08	14:09	00:01																4.9	Buck Street	Camden High Street to Kentish Town Road	S	Double Yellow	HSC	Delivery	Avondale Construction Ltd, 12 Stucley Pl, London NW1 8NS	Monthly maintenance
96	14:00	14:28	00:28	n/a	n/a	n/a																5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Servicing	235 Camden High Street, London, NW1 7BU	Cleaning Service
98	14:09	14:14	00:05	n/a	n/a	n/a			1													4.5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	ECGFS	Servicing	JD Sports, 213-219 Camden High Street, London NW1 7BT	Washroom service
99	14:14	15:02	00:48	n/a	n/a	n/a			1													4.8	Buck Street	Camden High Street to Kentish Town Road	S	Pay	ECGFS	Servicing	JD Sports, 213-219 Camden High Street, London NW1 7BT	Telephone engineer
100	14:22	14:31	00:09	14:22	14:30	00:08																6.5	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	No Livery	Collection	186, Camden High Street, London, London, NW1 8QP	5-Axle Articulated. Blocked Buck Street East of Stucley Place
102	14:27	14:50	00:23	14:27	14:50	00:23			1													4.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery/Collection	Inverness Street	Maintenance in flats
109	14:52	14:54	00:02	14:52	14:54	00:02			1													4.5	Buck Street	Stucley Place to Kentish Town Road	N	Double Yellow	No Livery	Delivery	The Trinity United Reform Church, Buck St, London NW1 8NJ	Maintenance
113	15:01	15:03	00:02	15:01	15:03	00:02			1													4.7	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Maintenance
117	15:08	15:42	00:34	n/a	n/a	n/a												1				5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	DK Building Services	Servicing	Local Business	Maintenance, declined disclosing exact destination
129	16:00	16:02	00:02	16:00	16:02	00:02			1													4.2	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Maintenance of faulty fire alarm in local business
143	16:51	17:03	00:12	16:58	17:03	00:05			1													4.7	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Collected some cardboard
146	16:58	17:19	00:21	16:59	17:19	00:20			1													4.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Delivery	Union Street Market	Collected all rubbish from street corner
156	18:05	18:08	00:03	n/a	n/a	n/a																9.8	Camden High Street	Inverness Street to Jamestown Road	W	In Road	Camden/Veolia	Waste Collection	Inverness Street	Collection of rubbish on street
162	18:38	18:40	00:02	n/a	n/a	n/a																9.8	Buck Street	Camden High Street to Kentish Town Road	S	Double Yellow	Camden/Veolia	Waste Collection	Corner of Buck Street and Kentish Town Road	Collection of rubbish on street
169	18:53	19:07	00:14	n/a	n/a	n/a																9.8	Buck Street	Camden High Street to Kentish Town Road	S	Single Yellow	Camden/Veolia	Waste Collection	Union Street Market	Collection of rubbish on street
173	19:38	20:00	00:22	n/a	n/a	n/a			1													4.5	Buck Street	Camden High Street to Kentish Town Road	S	Pay	No Livery	Servicing	North on Stucley Place	From area by security office
TOTAL Vehicles		45			0 3 18 0 0 2 6 5 0 2 5 3 0 0 0 0																									

Min Duration of Stay	00:00	Min Loading	00:00
Max Duration of Stay	02:40	Max Loading	01:23
Avg Duration of Stay	00:20	Avg Loading	00:10



## Appendix B

### TfL Meeting

## B1 Meeting 21/02/2018

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### Summary

The proposed site works plans showed that TfL propose to use Kentish Town Road as the primary route for construction traffic to the site. They will have a layby for the processing of construction vehicles. A gate accessed from Buck Street will be used for some construction traffic, but this would be mostly small vans used by contractors, or if larger vehicles need to access the west side of the site. All parking will be suspended along Buck Street. Traffic marshals will be provided at the junction of Buck Street and Camden High Street to control pedestrian movements when vehicles turn into Buck Street from the high street.

### Discussion Points:

1. The TfL hording will stop all pedestrian/cycle movements between Camden High Street and Kentish Town Road. TfL had considered providing a pedestrian route but, at the moment, this has been ruled out on H&S grounds.
2. This will prevent access to the market storage on Kentish Town Road via Buck Street. The most direct route will be down Kentish Town Road, around the station and up Camden High Street to the market.
3. The construction is due to start in 2021 and continue until 2026 for the station and 2028 for the over station development (OSD).
4. TfL propose to strengthen the junction and pavement between Buck Street and Camden High Street to allow vehicles to use the footway to turn into the site. TfL has asked us to provide the approximate distance between the corner of the road and the loading bay in front of the market?
5. TfL will be providing another public consultation in early 2019 and recommends LabTech provides input into this process.
6. TfL did ask whether they would have a chance to review in advance any documents submitted to LBC related to the planning application of the market?

### Actions

- Arup will update the SMP following our meeting and add the proposed work site plan as an appendix.
- Arup will provide an estimation for the distance between the loading bay on Camden High Street and the pavement they intend to strengthen.
- Arup to decide what if any documents to send to TfL prior to submitting to LBC.