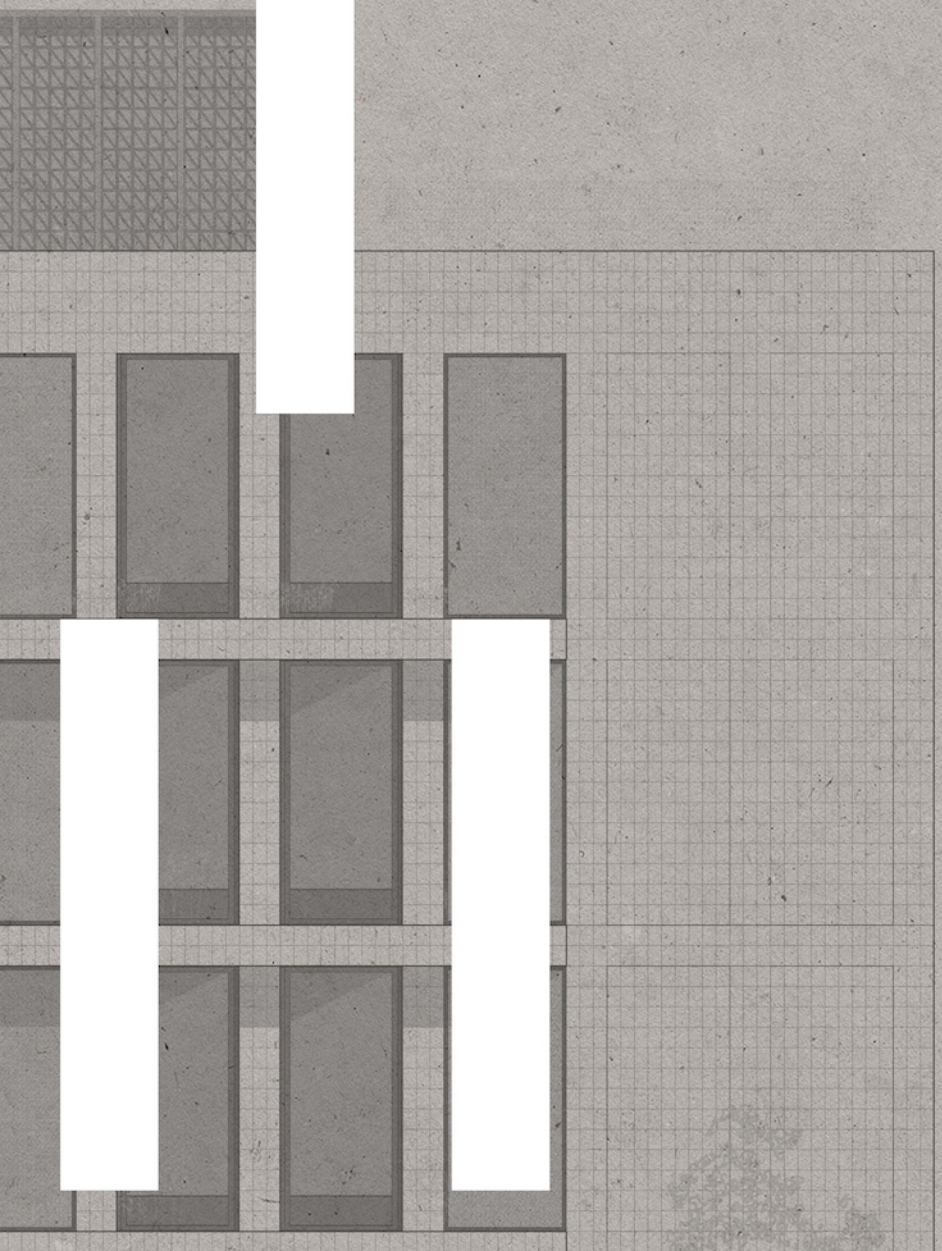
Former Car Repair Centre
70 – 86 Royal College Street
London
NW1 0TH

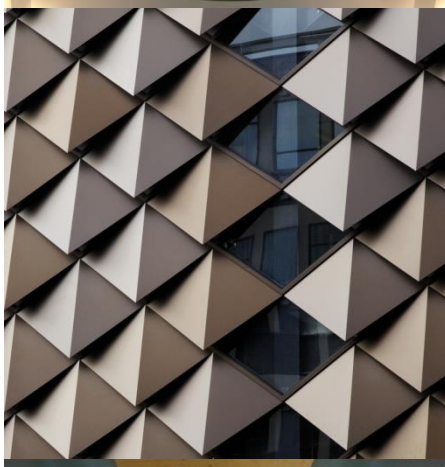
DRAFT DELIVERY & SERVICING MANAGEMENT PLAN

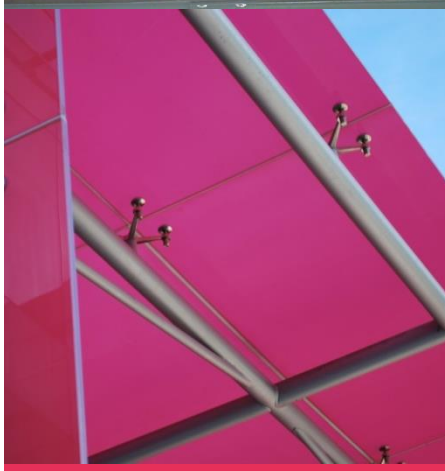


ROCCO VENTURES

NHS
Central and
North West London
NHS Foundation Trust

curtins





Royal College Street

Delivery and Servicing Plan

Curtins Ref: 71435

Revision: 04

Issue Date: 10 February 2020

Client Name: Mayfeilds on Behalf of Rocco Ventures

Site Address: 70 - 86 Royal College Street

BIM Reference: 71435-CUR-00-XX-RP-TP-00004-V02_ Delivery and Servicing Plan

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02	Comments from Planner	CT	CT	17/01/20
03	Comments from Architect	EF	CT	31/01/20
04	Comments from Architect	EF	CT	10/02/20

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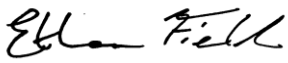
Reviewed	Signature	Date
Ethan Field MEng (Hons) Graduate Transport Planner		10 February 2020

Authorised	Signature	Date
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Appendix A – Swept Path Analysis

1.0 Introduction

1.1 Introduction

1.1.1 This Delivery and Servicing Plan (DSP) has been prepared by Curtins on behalf of Rocco Ventures to accompany their planning application for the redevelopment of 70-86 Royal College Street, located in the London Borough of Camden.

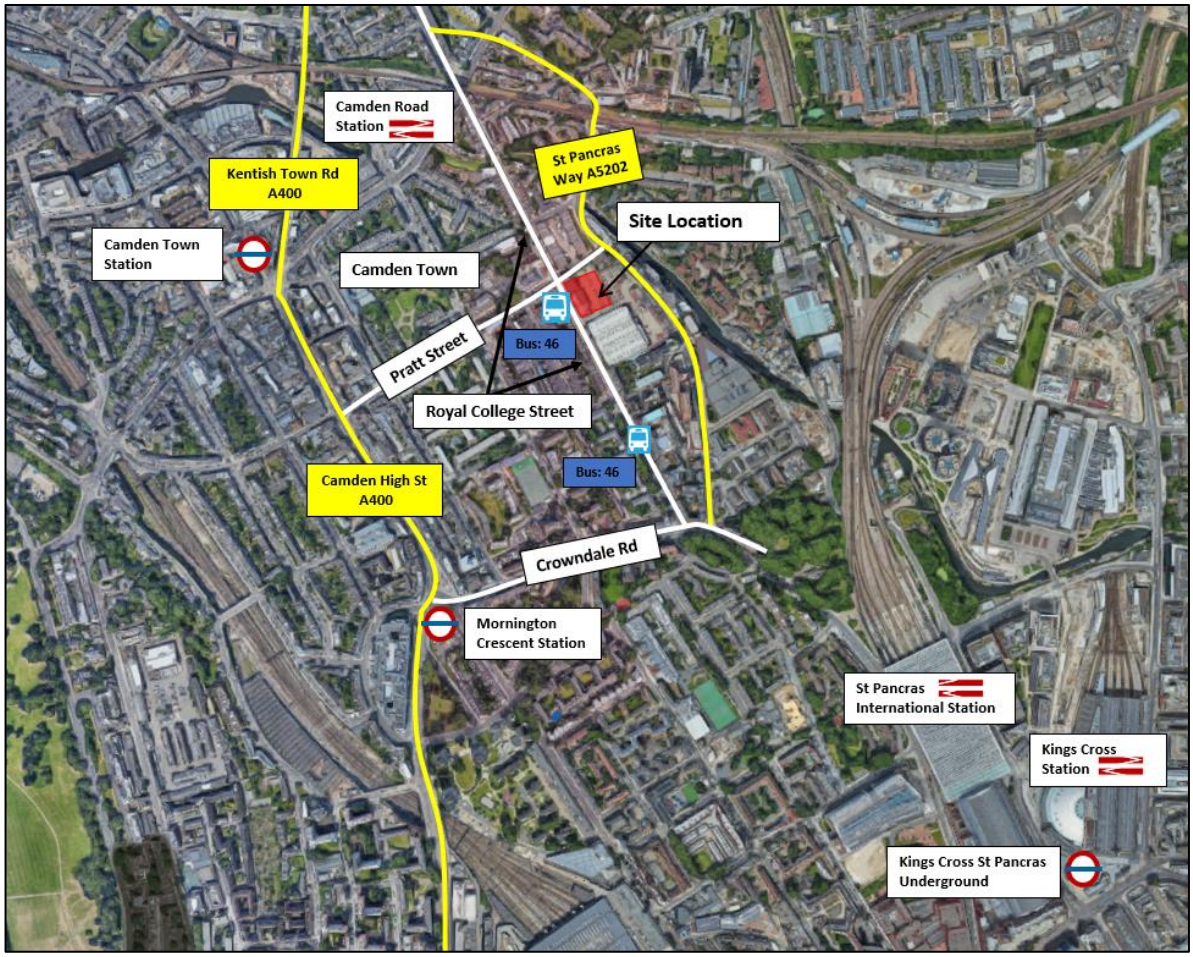
1.1.2 The development proposals include the redevelopment of the existing site to provide a healthcare facility (Classes D1/C2) comprising Basement, Ground, plus Four storeys and Rooftop gardens, pavilions and plant enclosures. The tenant will be Central and North West London NHS Trust. The proposals will allow the NHS to relocate some existing uses from South Wing at the existing St Pancras Hospital Site, located 350m from the new site. The new building will provide intermediate care for in patients and services for outpatients.

1.1.3 Along with this DSP, an accompanying Healthy Streets Transport Assessment (TA) and Interim Travel Plan (ITP) has been prepared to support the planning application. This plan should be read in conjunction with all relevant submitted documentation.

1.2 Site Context and Background

1.2.1 The site is located at 70 – 86 Royal College Street, approximately 600m east of Camden Town. The site is bound to the southwest by Royal College Street, the southeast by a Parcelforce Centre, to the northeast by the Parcelforce car park and to the northwest by the Golden Lion pub. The existing site is a former car maintenance workshop, which provides nine car parking spaces and a large area of hard standing for vehicles. **Figure 1.1** illustrates the site location in the context of the surrounding area.

Figure 1.1 – Site Context



1.3 Benefits

1.3.1 The *'Managing Freight Effectively: Delivery and Servicing Plans'* document produced by TfL (2007) identifies the benefits of DSPs to local authorities, residents, building developers, businesses and freight operators. In summary, DSPs seek to:

- Help developers and local authority planning officials comply with the National Planning Policy Framework, which requires the promotion of more sustainable transport choices for moving freight, the Traffic Management Act, the London Plan and any borough-specific policies that cover issues such as road safety and air quality action plans;
- Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and sustainable way;
- Identify deliveries that could be reduced, re-timed or consolidated, particularly during busy periods;
- Help cut congestion on London's roads and ease pressure on the environment;
- Improve the reliability and efficiency of deliveries to the site concerned;
- Reduce the operating costs for building occupants and freight companies; and

- Reduce the impact of freight activity on local residents.

1.4 Report Structure

1.4.1 The DSP will be structured as follows:

- **Chapter 2: Local and Strategic Highway Network**
- **Chapter 3: Development Proposals;**
- **Chapter 4: Transport Planning Policy;**
- **Chapter 5: Servicing Arrangements**
- **Chapter 6: Management Measures and Opportunities;**
- **Chapter 7: Targets, Management and Monitoring; and**
- **Chapter 8: Summary and Conclusion.**

2.0 Transport Planning Policy

2.1 Introduction

2.1.1 Commentary has been provided on the National, Regional and Local DSP related policy guidance as listed below:

- The London Plan (2016);
- Intend to Publish London Plan (2019);
- Travel Planning for New Development in London: incorporating deliveries and servicing (2011);
- The London Freight and Servicing Action Plan (2019)
- The London Low Emission Zone (LEZ);
- The Mayor's Transport Strategy (2018);
- Managing Freight Effectively: Delivery and Servicing Plans (DSPs);
- Freight Operator Recognition Scheme (FORS); and
- Camden Planning Guidance – Transport (2019).

2.2 The London Plan (2016)

2.2.1 The Mayor published a revised version of the London Plan in July 2011, with further alterations and minor changes adopted in March 2016. The Plan sets out a spatial strategy reflecting the policies and priorities of the current Mayoral administration.

2.2.2 The London Plan sets out the guidance and advice on the Mayor's planning duties and powers. Policy 6.14 of the London Plan outlines the Freight Strategy and states that

> *"The Mayor will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London."*

2.2.3 The policy states that planning decisions will be influenced by development proposals that:

- Locate developments that generate high numbers of freight movements close to major transport routes
- Promote the uptake of the Fleet Operators Recognition Scheme, Construction Logistics Plans, Delivery and Servicing Plans and more innovative freight solutions, reflecting the positive experience of the Olympics and seeking opportunities to minimise congestion impacts. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight; and
- Increase the use of the 'Blue Ribbon Network' for freight transport.

2.3 Intend to Publish London Plan (2019)

2.3.1 The Examination in Public (EiP) on the London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

2.3.2 The Mayor considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intension to publish the London Plan along with a clean and tracked version of the Intend to Publish London Plan.

2.3.3 The following transport policies are deemed relevant to this development:

"Policy T4 Assessing and mitigating transport impacts

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger."

2.4 Travel Planning for New Development in London: incorporating deliveries and servicing (2011)

2.4.1 Travel Planning for New Development in London: incorporating deliveries and servicing provides advice on Travel Plans for workplace, residential and other developments. The guidance aggregates and simplifies the previous workplace and residential Travel Planning guidance documents and integrates deliveries and servicing - either as part of a new development's Travel Plan or as an accompanying DSP.

2.4.2 The document highlights the importance of incorporating deliveries and servicing into the early stages of travel plans and assessments, highlighting three strategies in managing deliveries and servicing. These are to introduce measures to reduce and eliminate delivery trips, provide safe and legal loading facilities, and to ensure that operators demonstrate best practice.

2.5 The London Freight and Servicing Action Plan (2019)

2.5.1 The London Freight and Servicing Action Plan aims to work with boroughs, businesses and the freight and servicing industry to transform how deliveries are made in London. The action plan states that development proposals should submit DSPs in line with guidance.

2.6 The London Low Emission Zone

2.6.1 The site falls outside of London's Ultra Low Emission Zone but within the Low Emission Zone (LEZ). The LEZ was introduced in 2008 to encourage the most polluting heavy diesel vehicles driving in the Capital to become cleaner. The LEZ covers most of Greater London. To drive within it without paying a daily charge, vehicles must meet certain emissions standards that limit the amount of particulate matter coming from their exhausts. The LEZ emission standards became more stringent in January 2012 as air pollution remains a concern despite significant improvements since 2008.

2.6.2 All roads within Greater London are included within the LEZ (except the M25) and it operates 24 hours a day, every day of the year including weekends and public holidays. There are no barriers or tollbooths within the LEZ; cameras read each registration plate of vehicles driving within the LEZ and check it against a database of registered vehicles.

2.6.3 The database is compiled using information from The Driver and Vehicle Licensing Agency (DVLA), the Vehicle Operator Services Agency (VOSA), generic vehicle weight data typical of the make and model, and drivers and operators who have registered. This automatically identifies whether a vehicle meets the LEZ emissions standards, is exempt, is registered for a discount or if the daily charge has already been paid.

2.7 The Mayor's Transport Strategy (MTS) (2018)

2.7.1 This document sets out the Mayor's transport strategy for London. The document highlights the importance of the London Freight Plan, Delivery and Servicing Plans (DSPs), Construction Logistics Plans (CLPs) and Freight Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivising and regulating operators.

2.7.2 Proposal 15 states that "The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026".

2.7.3 Proposal 81 goes on to acknowledge the incorporation of DSPs, CLPs and the FORS scheme and states:

2.7.4 "The Mayor, through TfL and the boroughs, and working with stakeholders, will embed efficient freight and servicing in new development by:

a) *Ensuring that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more active, efficient and sustainable modes of delivery, including cargo cycles and electric vehicles where practicable.*
b) *Ensuring that large-scale developments and area-wide plans include a local freight and servicing strategy (consisting of measures such as shared procurement for consumables, co-ordinated waste and recycling collection, timetabled deliveries, 'click and collect' for residents and flexible loading bays).*
c) *Piloting ambitious plans in Opportunity Areas and around major developments such as High Speed Two to reduce the impact of freight and construction trips."*

2.7.5 Proposal 24 states that "The Mayor, through TfL, will seek to introduce the central London Ultra Low Emission Zone (ULEZ) standards and charges in 2019, tighter emissions standards London-wide for heavy vehicles in 2020, and an expanded ULEZ covering inner London in 2021."

2.8 Managing Freight Effectively: Delivery and Servicing Plans (DSPs)

2.8.1 DSP guidance seeks to improve the safety, efficiency and reliability of deliveries and increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions.

2.8.2 DSPs aim to ensure deliveries are operating efficient delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches including consolidation and out-of-hours deliveries. DSPs will also identify unnecessary journeys and deliveries that could be made by more sustainable modes to help reduce congestion and minimise the environmental impact of vehicular activity.

2.8.3 The document identifies the benefits of DSPs to local authorities and residents, building developers and businesses and freight operators, including:

- Local authority's and residents
    - Less congestion on local roads;
    - Reduced emissions, and use of more sustainable modes where possible, to contribute towards CO2 reduction targets;
    - Fewer goods vehicle journeys lowering the risk of collisions;
    - Opportunity to reduce parking enforcement activity costs – more deliveries will use legal loading facilities so less traffic and parking infringements should occur; and
    - Improved quality-of-life for local residents through reduced noise and intrusion and lower risk of accidents.
- Building developers and businesses:
    - Reduced delivery costs and improved security;
    - More reliable deliveries resulting in less disruption to normal business practices;
    - Time-savings by identifying unnecessary deliveries;
    - Less noise and intrusion; and
    - Opportunity to feed into a CSR programme and ensure all operations comply with health and safety legislation.
- Freight operators and service providers:
    - Legal loading areas will mean less risk of receiving penalty charge notices;
    - Fuel savings through reduced, re-timed or consolidated deliveries;
    - More certainty over delivery times; and
    - Fewer journeys will reduce the risk of collisions.

2.9 Fleet Operator Recognition Scheme (FORS)

2.9.1 FORS is a unique, industry-led, free membership (bronze, silver, gold) scheme to help freight operators in the UK become safer, more efficient and more environmentally-friendly. The scheme offers members a number of benefits including benchmarking information, advice, training and discounted breakdown assistance.

2.9.2 For bronze level membership a number of requirements under the following headings need to be met:

- Driver and vehicle management;
- Vehicle maintenance and fleet management;
- Transport operations; and
- Assessment of the performance of company policies.

2.9.3 For silver and gold level, members need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle for:

- Fuel use;
- CO2 and emissions;

- Vehicle incidents; and
- Penalty Charge Notices and fines.

2.10 Camden Planning Guidance – Transport (March 2019)

2.10.1 LBC have prepared a suite of Camden Planning Guidance (CPG) documents, including one on Transport, to support the policies in the Camden Local Plan 2017. This guidance forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

2.10.2 Section 4 details guidance relating to DSPs. The guidance states that all DSPs must be structured around the following themes:

- Location of loading;
- Delivery timing;
- Routing;
- Vehicular type and vehicular control measures;
- Freight consolidation;
- Other control measures;
- Specific considerations according to land use, where applicable; and
- Monitoring.

3.0 Local and Strategic Highway Network

3.1 Introduction

3.1.1 This section of the report provides a description of the existing local and strategic highway network surrounding this site.

3.2 Local Highway Network

3.2.1 A description of the local highway network is presented below.

Royal College Street

3.2.2 Royal College Street, which forms the western boundary of the site, is a one-way single carriageway road in a northwest direction, subject to a 20mph speed restriction. The carriageway is wide and accommodates an on street bus cage directly opposite the site. It provides a connection between Kentish Town Road in the north and Crowndale Road in the south.

3.2.3 On-street car parking is located on the eastern side of Royal College Street, approximately 40m southeast of the site. Parking is restricted to resident permit holders only and operated Monday – Friday 08:30 to 18:30.

3.2.4 There is a bus stop and shelter directly opposite the site.

Figure 3.1 – Royal College Street

Pratt Street

3.2.5 Pratt Street follows a southwest / northeast alignment between Camden High Street and St Pancras Way, intersecting Royal College Street at right angles. The street is two-way west of Royal College Street and one-way east of Royal College Street. The carriageway is circa 8.0m in width and is subject to a 20mph speed restriction.

3.2.6 Directly north of the site, there is a Mon-Fri 08:30-18:30 controlled parking zone on both sides of the road. On street car parking is located 60m east of the Royal College Street junction/Pratt street, accommodating up to four vehicles.

3.2.7 To the west of Royal College Street, Pratt Street is a two-way single carriageway road measuring approximately 6.0m in width. Inset car parking bays are located on the northern and southern side of the road for resident permit holders only.

Figure 3.2 – Pratt Street

3.3 Existing Vehicular Access

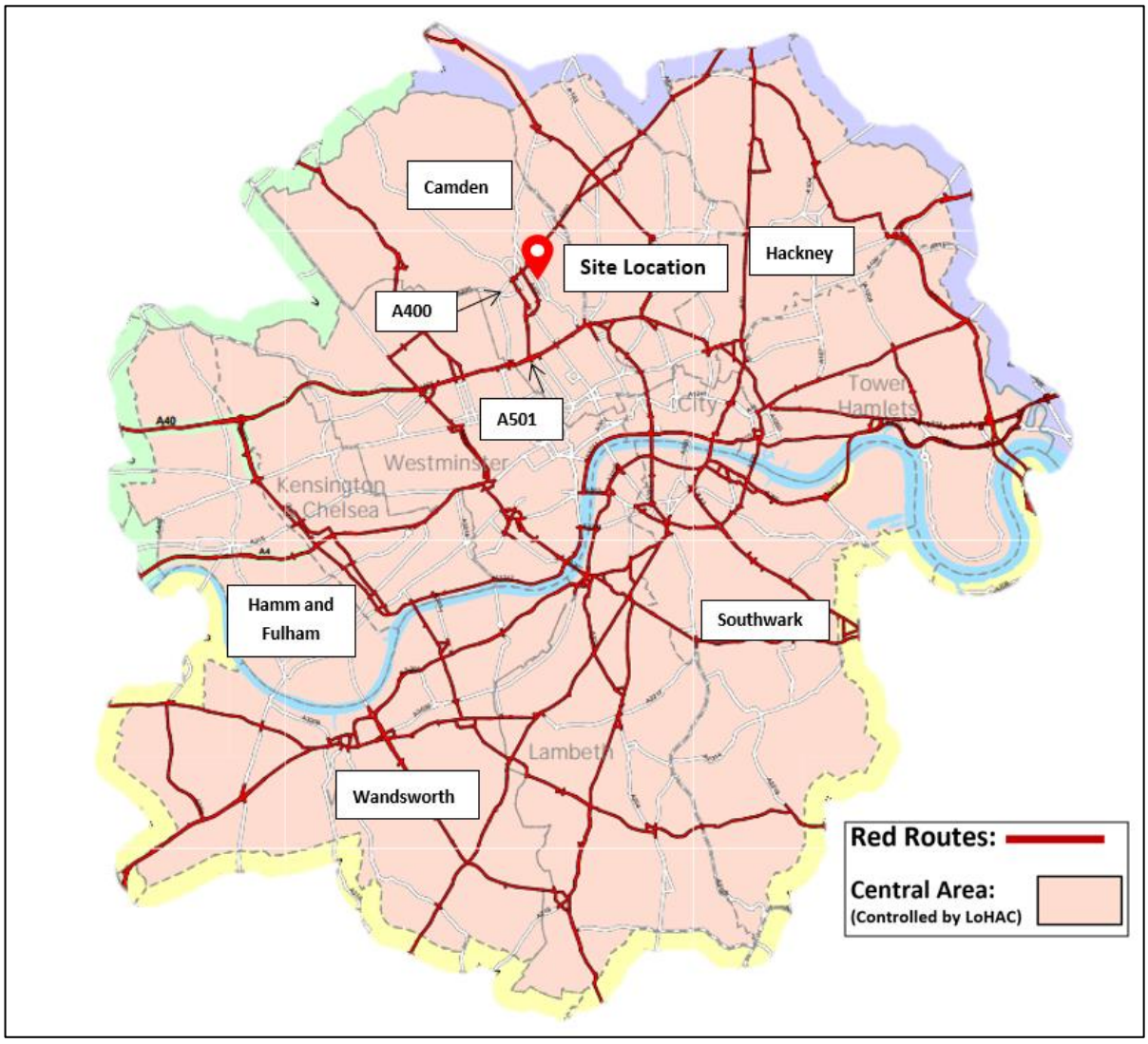
3.3.1 The existing site can be accessed via two points, both of which are from Royal College Street. The southern access measures approximately 12m in width, allowing entry and egress to the site and also the existing car park. The second, northern access measures 6m.

3.4 Strategic Road Network

3.4.1 The Transport for London Road Network (TLRN) is made up of London's 'Red Routes' which are the capital's main routes. TfL encourage all construction and HGV traffic to utilise either the strategic road network (SRN) and/or the TLRN, avoiding local level roads where possible to reduce impact on the highway network.

3.4.2 As demonstrated by **Figure 3.3** the site is well connected to a number of TLRN 'Red Routes'.

Figure 3.3 – TLRN



3.4.3 The A400 is located approximately 150m west of the site on Camden St and can be accessed via Crowndale Road. The road provides a connection to Camden Town via predominantly one way roads (Camden St, Camden High Street, Oakley Square) before continuing north on Kentish Town Road. The A400 provides a connection between Charing Cross and Archway.

3.4.4 The A501 is located approximately 1.5km south of the site. The A501 follows an east west connection between the A40 in the west in Paddington and continues east to form the A1202 east of the Old Street roundabout.

4.0 Development Proposals

4.1 Introduction

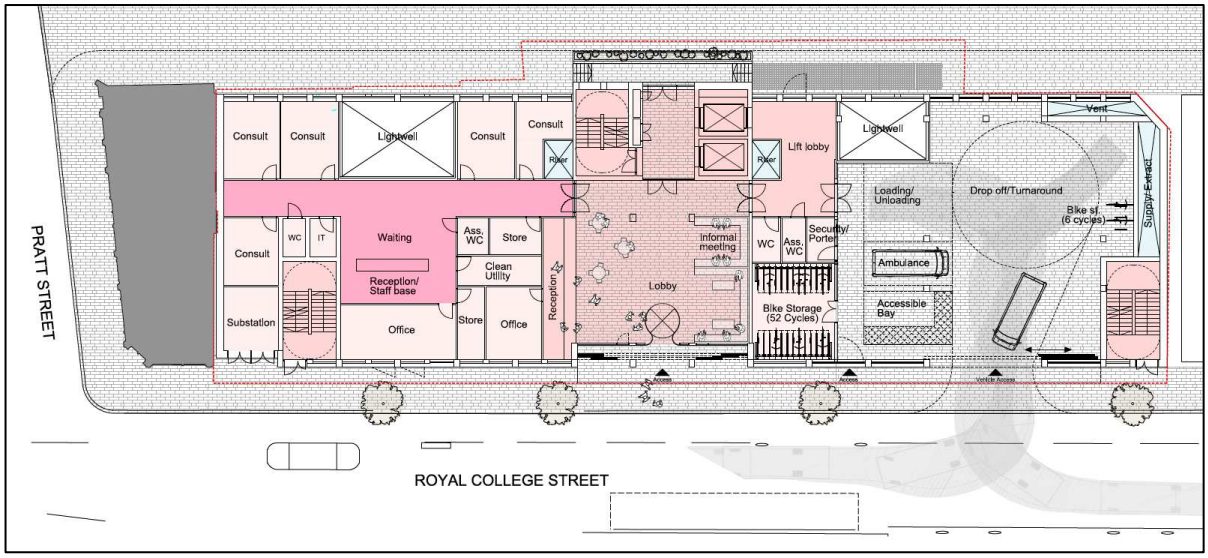
4.1.1 The development proposals include the demolition of the existing car repair centre and the construction of a new intermediate healthcare facility, which will be relocated from the South Wing at the existing St Pancras Hospital Site, located approximately 350m from the site. The new building will provide intermediate care for in patients and services for outpatients.

4.1.2 Consulting rooms will be provided on the ground floor, along with a lobby and reception area. 54 patient beds will be provided on the remaining four floors, alongside communal areas on each floor. A landscaped communal area will be located on the roof, alongside two covered units for staff and patients respectively. Ancillary office space will be located in the basement for the NHS Trust.

4.1.3 A servicing yard will be located on the ground floor, in the southern section of the site. This area will provide one disabled car parking bay and an ambulance bay.

4.1.4 The ground floor layout of the site is illustrated in **Figure 4.1**.

Figure 4.1 – Ground Floor Plan



4.2 Car Parking

4.2.1 The Intend to Publish London Plan (IPLP) states that all non-residential elements of a development should provide at least one on or off street disabled persons parking bay. The NHS trust has identified a need for two disabled parking bays.

4.2.2 One disabled car parking bay will be located within the ground floor servicing yard which is anticipated to be used by disabled staff employed at the site. A second disabled bay will be located on-street.

4.3 Cycle Parking

4.3.1 The IPLP requires 1 long stay cycle space to be provided per 5 Full Time Equivalent (FTE) members of staff and one short stay space per 30 FTE members of staff. It is anticipated that up to 298 members of staff will be on site at one time. This equates to 60 long and ten short stay cycle spaces.

4.3.2 A total of 70 cycle parking spaces will be provided, which exceeds the IPLP requirements. 12 of the spaces will be located within a storage room in the basement, accessed from an appropriately sized lift.

4.3.3 52 cycle parking spaces will be located in a cycle store within the demise of the building (including the 10 short stay spaces), which will be accessed via a segregated access point to the servicing yard which has been designed to be in line with London Cycle Design Standards.

4.3.4 In addition, three Sheffield stands will be located within the servicing yard, accommodating up to six cycles and potentially larger, accessible and cargo cycles.

4.4 Delivery and Servicing Arrangements

4.4.1 The servicing yard will provide space for a 7.5t van to dwell whilst another vehicle to turn around.

4.4.2 The servicing yard will be controlled using sliding gates. It is anticipated that these will be open for a duration in the daytime to allow delivery and servicing, ambulances and disabled users to enter and exit without waiting on the highway network. The gates will be closed over night to avoid the space being abused.

4.4.3 Swept path analysis showing a 7.5t box van utilising the servicing yard is included in **Appendix A**.

4.5 Refuse and Recycling

4.5.1 Refuse and recycling will be undertaken using a private contractor. The vehicle used will be specified (7.5t van or under) and all activity will be accommodated off street, within the servicing yard.

4.6 Ambulance / Passenger Transport

4.6.1 The servicing yard will provide a bay for an ambulance or passenger transport vehicle to dwell.

5.0 Servicing Arrangements

5.1 Servicing and Delivery Trips and Purpose

5.1.1 The NHS Trust has been consulted to estimate the level of activity expected at the site.

5.1.2 **Table 5.1** provides a summary of the anticipated delivery types and their anticipated times of operation.

Table 5.1 – Typical delivery purpose, times and anticipated vehicle type

Type of activity	Frequency
Clinical Waste	3 times a week
Private recycling collection	3 times a week
Private waste collection	3 times a week
Linen	3 times a week
Delivery of supplies	2 times a week
Catering delivery	daily
Maintenance	daily
Post	daily

5.2 Servicing Trips

5.2.1 It is anticipated that the site could generate up to eight daily servicing trips per day. This would not be considered to have a material impact on the road network.

5.2.2 Where possible, servicing timings will be managed in order to avoid peak traffic periods and simultaneous deliveries in order in minimise potential impacts on the network.

5.3 Safety

5.3.1 Suitably qualified personnel will be present for any vehicle movement that requires interaction with the public which is not undertaken in forward gear. The sliding gate will remain open throughout the day to avoid vehicles waiting on the highway network or across the cycle route. There is good visibility for cyclists travelling southbound along Royal College Street.

6.0 Management Measures and Opportunities

6.1 Introduction

6.1.1 The purpose of the DSP is to reduce the negative impact of servicing and delivery activities generated by the development and to minimise the potential impact of servicing vehicles on the local highway network. The following measures could therefore be implemented.

6.2 Anticipated Vehicle Routing

6.2.1 The TLRN is easily accessible from the site, located 150m east of the A400 and 1.5km north of the A501.

6.2.2 Vehicles arriving to the site from the north will be encouraged to utilise the A400, via Crowndale Road and Royal College Street. Vehicles departing the site travelling north will travel north along Royal College Street, west onto Pratt Street and north on the A400.

6.2.3 Vehicles arriving the site from the south, west and east will be encouraged to utilise the A501, via Midland Road and Royal College Street. Vehicles departing the site travelling south, east or west will travel north along Royal College Street, east onto Pratt Street and south along the A502 St Pancras Way.

6.2.4 All suppliers will be encouraged travel on the TLRN 'Red Routes' , avoiding residential streets where possible.

6.3 Timings

6.3.1 Camden's Transport CPG encourages, where possible, for deliveries to avoid the peak hours (07:00 – 10:00 and 16:00 – 19:00). Where possible, deliveries will be undertaken outside these peak hours.

6.4 Local suppliers and co-ordinated

6.4.1 The site operator will explore procurement from local suppliers to reduce number of vehicles being added to the network. Where possible, deliveries to the site and the nearby St Pancras Hospital will be co-ordinated.

6.5 Reducing Freight Trips

6.5.1 The following measures are proposed to reduce the number of vehicular trips relating to servicing and deliveries to the development:

- Commitment to safer, more efficient and more environmentally friendly distribution by contracting operators registered with a best practice scheme, such as Freight Operator Recognition Scheme (FORS);
- Develop a drawing informing freight operators where they can legally collect from and deliver to the building;
- Provide freight operators with delivery instructions prior to arrival at site, thus mitigating against any dwell time on the local highway;
- Ongoing review of delivery and collection frequencies and where best to reduce these through the TP process; and
- By maintaining and delivering a reduction in deliveries and servicing, this will ensure the development contributes towards sustainable freight deliveries.

6.6 Action Plan

6.6.1 In support of the overarching principles of this DSP, specific objectives have identified as part of the exercise and action plan development with a view of ensuring the site can meet the requirements

6.6.2 **Table 6.1** sets out the primary measures to reduce vehicle servicing movements that could be implemented.

Table 6.1 – Action Plan

Measure	Descriptions	Benefit	Timescale	Responsibility
Adoption of DSP	Buy in from the operator is essential to ensure the DSP remains an active document	The involvement of the operator will ensure that policies are fully developed and that the best possible results are achieved	Prior to first occupation	Applicant
Assign responsibility for the DSP to the building management company	Building management team to be responsible for the management and ongoing development, delivery and promotion of the DSP	Ensures the DSP is delivered on a day to day basis	Prior to first occupation	Applicant
Travel Surveys through Transport Plan (TP)	Delivery and Servicing Plan	Informs an assessment of the DSP's performance and the development of future strategies	In line with TP obligations	Building management team / TPC
Raise awareness and promotion of initiatives	Site information, development management meetings	To encourage sustainable freight movement to and from the site	Prior to first occupation and ongoing	Building management team / Travel Plan Coordinator (TPC)
Access routes for servicing and deliveries	Ensure clear routes are maintained for service and delivery access and for waste removal services	Reduce delays and limit access issues	From first occupation	Building management company
Promotion of local suppliers	Source from local suppliers where possible	Reduce the number and length of delivery movements	Ongoing	Building management company

7.0 Targets, Management and Monitoring

7.1 Introduction

7.1.1 Servicing and delivery movements will be captured through the monitoring surveys required and implemented as part of the Travel Plan (TP) development. This will include the number of servicing / delivery movements per day, time of day and vehicle type used.

7.2 Targets

7.2.1 The surveys will be used by the Travel Plan Coordinator (TPC) and the building management company to set targets for the DSP. Targets should align with the objectives and measures set out in the TP, and will include the following headline initiatives:

- Limited number of servicing and delivery trips undertaken within the network peak hours; and
- Ensure maintenance is being carried out when possible by local suppliers during off peak times.

7.3 Management of the DSP

7.3.1 The building management company, along with the TPC, will be responsible for the implementation and management of the parts of this document which related to the development.

7.4 Monitoring and Review

7.4.1 The DSP will be reviewed on an annual basis. It will be delivered and monitored in-line with the TP process, to ensure that it reflects the changing requirements of the development and that it is kept up to date with emerging policy.

7.4.2 Delivery and service vehicle movement frequencies will be reviewed and coordinated by the building management company on a regular basis.

7.4.3 Funds will be made available through the management company / TPC to ensure the continuing review of the DSP.

7.5 Securing the DSP

7.5.1 It is anticipated that this DSP will be secured as the final DSP and as a condition of future planning permission.

8.0 Appendices

Appendix A– Swept Path Analysis

7.5t BOX VAN

GENERAL NOTES

1. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
4. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
5. FOR GENERAL NOTES REFER TO DRAWING.

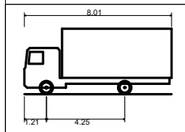
SOURCE: 1485_AP(00)GA_--

KEY

FORWARD GEAR

REVERSE GEAR

VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

N

Rev:	Description:	Date:	By:	Chkd:
P03	THIRD ISSUE	31/01/19	EF	CT

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Status: INFORMATION

Project: ROYAL COLLEGE STREET

Drg Title: SWEPT PATH ANALYSIS
DROP OFF AREA
7.5t BOX VAN

Scale:	Size:	First Issue:	Drawn:	Checked:
1:125	A3	31/01/19	EF	CT

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Rev: P03

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