



ttp consulting
transport planning specialists

Reef Technologies Limited

Regis Road

Delivery and Servicing Plan

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TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

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1 INTRODUCTION

1.1 TTP Consulting has prepared this Delivery and Servicing Plan on behalf of Reef Technologies Limited in support of a proposal on the Land and Buildings to the North of Regis Road, in the Kentish Town area of the London Borough of Camden (LBC). The site location is shown in **Figure 1.1**, whilst the site boundary is shown in **Figure 1.2**.

Figure 1.1 – Site Location Plan

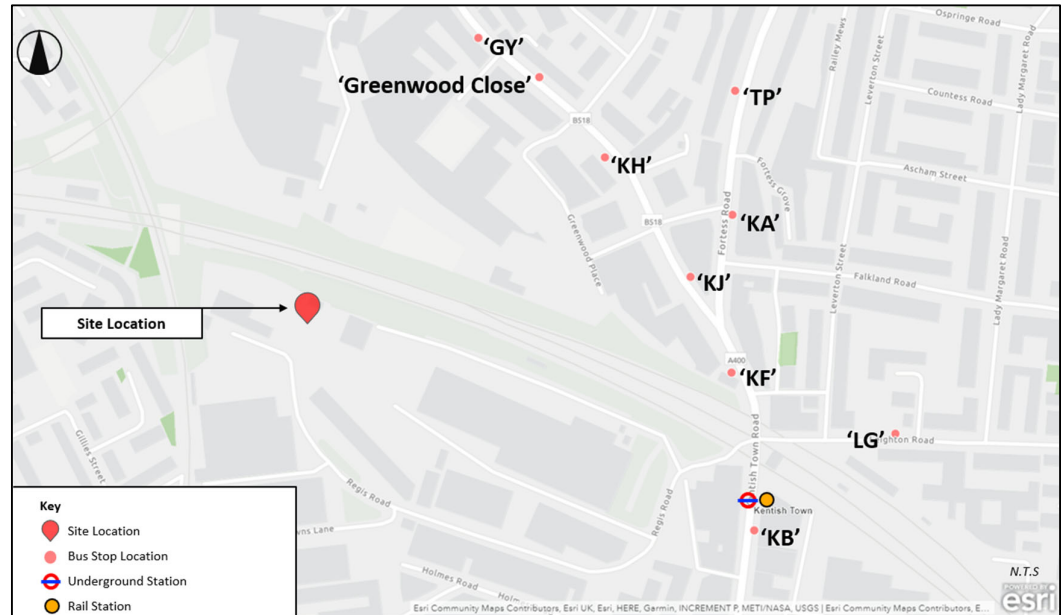
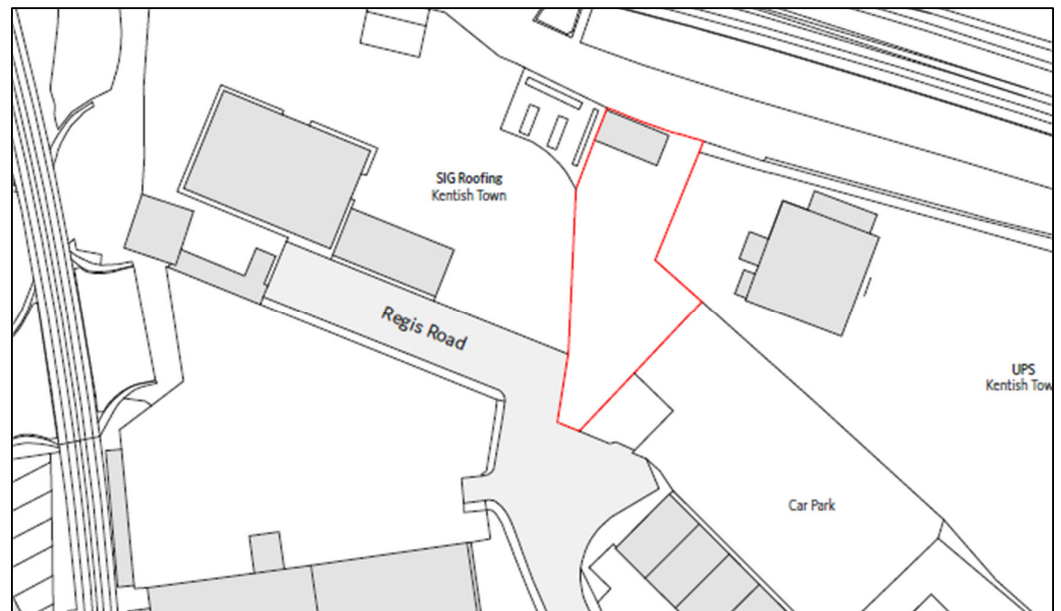


Figure 1.2 – Site Boundary Plan



The Site

- 1.2 The site currently comprises an area of hardstanding and a 206.5sqm rectangular building at the northern extent of the plot. The building has previously (2019) been occupied by a flooring and paving company, with the hardstanding used for parking and the storage of vehicles; it is currently in Sui Generis Use. There are currently three containers on the site, two of which are associated with REEF Kitchens and one associated with Wendy's Kitchen. The vertical farm container is located on-site, all of which are operational.

- 1.3 The development description is as follows:

"Part-retrospective application for siting of containers and change of use of open storage and parking area to commercial kitchen units, vertical farming units, online grocery distribution facility, electric bicycle testing and charging facility with staff office and communal staff rest area and electric vehicle charging bays."

- 1.4 It is understood that in this instance, the overall application is considered Sui Generis:

Purpose

- 1.5 The primary purpose of the DSP will be to manage deliveries and servicing to and from the site to ensure that servicing activity is undertaken successfully and without impact on the public highway. This has largely been dealt with during the design process to ensure that there is adequate servicing provision and facilities to accommodate the expected levels of activity. However, it also relies on good management and initiatives to encourage better behaviour, not only within the site but also from suppliers. This way, progress can be made to enable safe, clean and efficient deliveries.
- 1.6 The DSP is a live document that will be updated over time to reflect changes. It will also be secured by condition.

Objectives

- 1.7 The primary objectives of the DSP will be to manage deliveries and servicing to and from the site to ensure that servicing activity is undertaken successfully and minimise conflict between vehicles and/or pedestrians.
- 1.8 The DSP will manage deliveries and servicing to the site to:
- Ensure that, where possible, deliveries are planned so that vehicles do not arrive simultaneously and the demand on loading facilities are minimised;
 - Ensure that deliveries are undertaken by small to medium-sized vehicles, e.g., light panel vans up to 7.5t to take advantage of the proposed loading area;

- Ensure that vehicles park/wait within the proposed loading facilities for the minimum time necessary to ensure that the facility is available for incoming vehicles whenever possible.
- Advise staff of the importance of arranging a delivery for a time when they will be able to receive it, i.e. reducing the dwell time on the site and the risk of a missed delivery and hence reducing the impact on the highway network;
- Make staff aware of the benefits of zero-emission vehicles such as e-cargo bikes.

Benefits

1.9 Benefits to be gained through the implementation of a DSP include the following:

- Improved Safety: Lower number of deliveries reduces the use of the roadside;
- Lower Carbon Footprint: Consolidated deliveries result in a lower carbon footprint at the site; and
- Reduced Congestion on Surrounding Roads: Lower delivery numbers can reduce congestion on local roads, improve air quality, and reduce noise impact.

Policy Overview

1.10 For deliveries and servicing, the approach set out in the London Plan (2021), the Mayor's Transport Strategy (2018) and the Freight and Servicing Action Plan (FSAP, 2019) is to promote Safe, Clean and Efficient freight and servicing. The Local Plan also promotes Delivery and Servicing Plans to outline how an organisation will manage its freight transport efficiently, safely, and sustainably.

1.11 The proposed development is considered to have considered these policy objectives and provided a scheme that allows delivery and servicing activity to be undertaken safely, cleanly and efficiently.

2 DELIVERY AND SERVICING ARRANGEMENTS

Local Highway Network

- 2.1 Regis Road is a two-way estate road, which connects to Kentish Town Road and Leighton Road at a signal-controlled junction at its eastern extent. There is no footway provided in front of the site, whilst approximately 30m to the south of the site, there are footways on both sides of the carriageway, with dropped kerbs and tactile paving provided at access points along the road. In front of the site, there are double yellow line controls, whilst south of the site, there are numbered marked parking bays associated with various commercial uses.
- 2.2 At the junction with Kentish Town Road and Leighton Road, there are signal-controlled crossing points on all four arms of the junction, with dropped kerbs, tactile paving and pedestrian islands. The Leighton Road and Kentish Town Road approaches also benefit from advanced cycle stop lines. There are right-turning lanes into Regis Road and Leighton Road, with a yellow box junction in front of Leighton Road. The geometry of the junction on the Regis Road approach allows larger vehicles to access and egress the industrial estate.
- 2.3 Kentish Town Road forms part of the A400, a strategic road offering a north to south route between Archway and Trafalgar Square. South of Regis Road, Kentish Town Road is subject to a 20mph speed restriction. A map showing the site in proximity to the Transport for London Road Network is included in **Figure 2.1**.

Figure 2.1 – Map Showing the TLRN in Proximity to the Site



On-Street Parking

- 2.4 The site is located within the Council's Controlled Parking Zone 'CA-L Outer', which operates Monday to Friday between 8.30am and 6.30pm. It should be noted that Kentish Town Road is located within the 'CA-M East Kentish Town' zone, which has the same operational hours. The bays on Regis Road do not form part of the Council's controlled parking zone as the road is a private estate road.

Delivery and Servicing Facilities

- 2.5 Delivery and servicing will occur on-site, in vehicles up to 7.5t (8m), with vehicles entering and exiting in forward gear. An extract of the swept path analysis demonstrating vehicles utilising the loading bay is shown below (**Figure 2.2**).

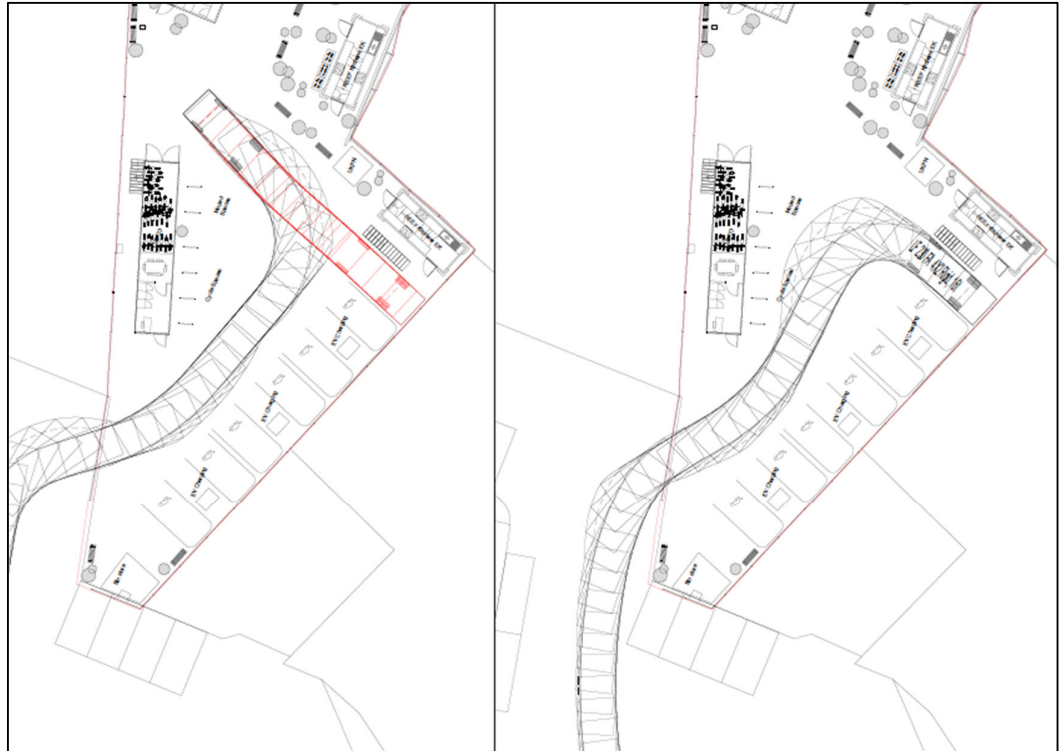
Figure 2.2 – Extract of Vehicle Tracking (7.5t vehicle)



Refuse and Recycling Collection

- 2.6 It is envisaged that waste would be collected from the site by First Mile, who operate a fleet of 7.1m vehicles; swept path analysis demonstrating the vehicles utilised by First Mile entering and exiting in forward gear is included in **Figure 2.3**.

Figure 2.3 – Extract of Vehicle Tracking (Waste Vehicle)



Delivery and Servicing Strategy

Type of Vehicles

- 2.7 The majority of deliveries to the site are expected to be undertaken by small to medium-sized vehicles, e.g., transit style vans and 7.5t goods vehicles.
- 2.8 The deliveries from the site, e.g. from the dark kitchens and dark retail unit, will be made by bike or motorcycle. The site has been designed to accommodate bicycles and motorcycles at the front of the UBCO unit.

Delivery Numbers

- 2.9 The Transport Statement sets out that the site is expected to generate 26 arrivals and departures by light goods vehicle and eight arrivals and departures by heavy goods vehicles between 7am and 12am (i.e. a 17-hour period). It is expected that there could be up to 3 HGVs

visiting the site in any one hour. The vehicles are expected to stay on-site for between 10-15 minutes and hence could be accommodated.

- 2.10 From discussions with the existing staff at the site, each kitchen unit receives up to 2 deliveries per day, i.e. if this is applied to the three kitchens and the dark retail unit, there could be up to 8 deliveries per day (which coincides with the factored HGV movements). It is acknowledged that UBCO and Crate to Plate are also proposed, and given that uses on the site are likely to generate some delivery activity in light goods vehicles, the delivery numbers are considered robust.

Vehicle Types

- 2.11 A review of the survey data showed that the HGVs expected at the site would be associated with refuse movements, flat-bed delivery vehicles and 4.6t Transit-sized vehicles, as shown below. Several smaller (<3.5t sized) vehicles are also expected to attend the site.



3 INITIATIVES OF THE PLAN

Initiatives

3.1 Each unit will receive goods directly from the driver to reduce dwell times. Vehicles will wait and load in the on-site servicing bay, and the drivers will trolley the goods across the site. REEF will seek to schedule deliveries to the site outside of the peak activity periods associated with orders wherever possible. The following initiatives will be considered:

- Implement a delivery booking system:
 - A delivery booking system should ensure that deliveries will be managed according to the capacity of the loading facilities available. For example, <http://www.systembookings.com/> provide a delivery booking system to allow suppliers to book deliveries in advance.
 - It can help manage deliveries away from peak hours and minimise congestion, as each delivery should have a target time slot.
- Move deliveries outside of peak hours:
 - Out-of-hours deliveries may not be suitable for all deliveries, but the deliveries manager could discuss the options available with their suppliers.
 - It is considered most appropriate for this site that deliveries take place during the day when orders for goods are lower, and hence there would be fewer motorcyclists and cyclists on the site. REEF will seek to schedule deliveries outside of these peaks, wherever possible.
- Reduce the time spent at the development by suppliers:
 - The less time a supplier spends on-site, the less likely it is that there will be congestion and subsequent impacts on following deliveries.
 - A booking system (as above) could reduce a supplier's time at the development by giving defined unloading times.
- Reduce delivery, servicing and collection frequencies:
 - A delivery log will be implemented to determine whether any suppliers to the building can be consolidated to reduce the number of delivery vehicles accessing the site.
 - Examples may include office stationery, catering supplies and waste.
- The supplier base and the delivery log will be reviewed periodically. There may be different suppliers delivering similar products.
 - Some deliveries may attract a delivery charge, particularly if the value of the goods being delivered is small. If there is storage space available, the deliveries manager may find that delivery charges are waived if they buy in greater volumes.

- Cooperative working with building tenants and neighbours:
 - REEF will work with tenants to better manage deliveries and identify the potential for cost savings as an incentive to manage delivery activity.
- Promote the use of low or no emission vehicles/modes such as e-cargo bikes:
 - The site lies within the Congestion Charge and Ultra Low Emission Zone (ULEZ).
 - While vans and lorries are the vehicles most commonly associated with freight movement, cycles and motorcycles are more suitable for smaller items.
 - The range and performance of electric and hybrid vehicles is increasing all the time. Encouraging suppliers to switch their vehicles to greener vehicles will reduce the carbon footprint of the development's supply chain.
 - Where possible, delivery companies who can demonstrate their commitment to following best practice – for example, the Freight Operator Recognition Scheme (FORS) will be selected.
- Drivers will be advised that the vehicle engines must be switched off whilst goods are being loaded/unloaded (i.e., when their vehicle is stationary).

Consolidation Opportunities

3.2 There is an opportunity for the supply of goods (food) to be consolidated to reduce the number of vehicles attending the site, i.e. Wendy's ordering from the same supplier as the REEF units. Measures to achieve consolidation can take one or more forms as follows:

- The use of consolidation services and their benefits will be promoted to those ordering goods; and/or
- Encouraging staff to order the maximum range of products from the minimum number of suppliers.

3.3 This commitment to a well-considered Delivery and Servicing Plan for the site will contribute to the Mayor's Transport Strategy of achieving a 10% reduction in freight during the morning peak by 2026.

Monitoring and Review

3.4 The appointed deliveries manager will regularly monitor and review delivery and servicing procedures at the site. Any comments received from tenants of the development and/or third parties regarding servicing activity will be considered and addressed where necessary. As new methods or technologies emerge, additional measures will be introduced where appropriate and monitored regularly.