



The Constitution
42 St Pancras Way, London, NW1 0QT

DELIVERY & SERVICING MANAGEMENT PLAN

For Alterations to the Public House
On behalf of Young & Co.'s Brewery PLC
6215/DSMP02
August 2022

DOCUMENT CONTROL

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For Alterations to the Public House

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is instructed by Young & Co's Brewery Plc to provide transport planning and highway advice with regard to proposals to alter, extend and refurbish the existing public house at 42 St Pancras Way, London, NW1 0QT. The public house is known as The Constitution and is located within the London Borough of Camden.
- 1.1.2 The proposals include internal modifications and refurbishment, plus some minor extension works predominantly to the rear of the property. There would be an overall increase in floorspace of 79sqm.
- 1.1.3 The public house has been vacant in recent years and hence the previous servicing arrangements / requirements are not certain. However, there are a number of on-street parking and loading restrictions, as well as a zebra crossing and cycle lanes, which prohibit servicing from taking place on-street. It is therefore evident that servicing will have historically taken place from the private service road to the north of the building, which requires vehicles to reverse into the site in order to depart in a forward direction.
- 1.1.4 The proposals represent a continuation of this established servicing arrangement, albeit they represent an opportunity to better manage and formalise the process through the preparation of this Delivery & Servicing Management Plan.
- 1.1.5 The public house would be operated by Young & Co's Brewery Plc, who operate numerous existing pubs throughout London. This DSMP reflects the operator's known requirements and RGP's experience of other similar public houses operated by the applicant.

1.2 What is a DSMP?

- 1.2.1 A DSMP is a framework identifying the requirements to manage the transport impacts associated with the delivery of goods and the servicing of equipment generated by an organisation.
- 1.2.2 A DSMP needs to be bespoke to both the organisation and the site it is developed for. It should aim to improve the efficiency of activities such as deliveries, collection, servicing trips and catering, as appropriate to the organisation's activities.
- 1.2.3 A DSMP can provide improvements to procurement practices, supplier management, environmental management procedures, facilities management and safe and legal loading arrangements. Once in place, a DSMP will:
- (i) Ensure that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
 - (ii) Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
 - (iii) Help cut congestion on town centre roads and ease pressure on the environment;
 - (iv) Improve the reliability of deliveries to the site concerned;
 - (v) Reduce the operating costs of building occupants and freight companies;
and
 - (vi) Reduce the impact of freight activity on local residents.

- 1.2.4 A DSMP is therefore capable of providing benefits not just to the site occupiers, but also to the local community and freight operator.
- 1.2.5 Full details regarding the frequency, timings and size of vehicles are provided within this document, including appropriate management measures to minimise the impact of deliveries on the local highway network.

2 SITE LOCATION AND HIGHWAY CONTEXT

- 2.1.1 The application site is located to the east of St Pancras Way, immediately north of the Regent's Canal. Figure 1, below, provides an illustration of the site's location.

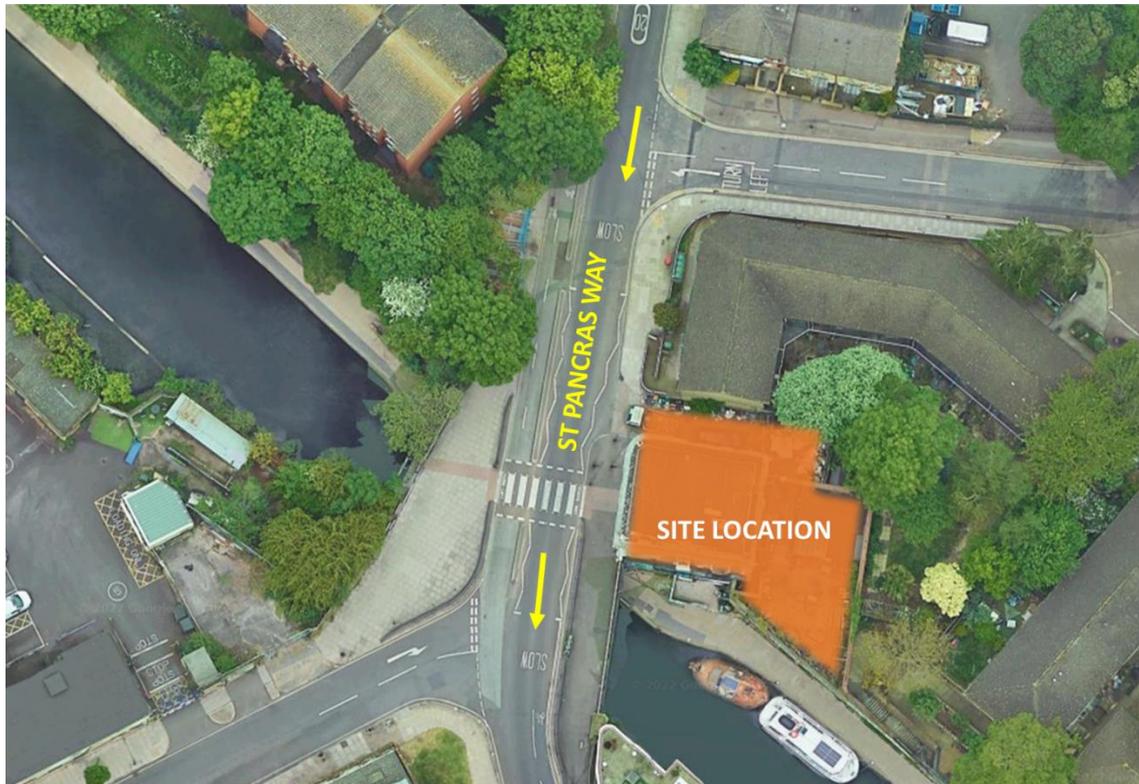


Figure 1 - Site Location & Highway Context

- 2.1.2 St Pancras Way is a single carriageway road which facilitates south-bound movements only for vehicular traffic. As a result, all vehicular traffic must approach from the north and depart to the south.
- 2.1.3 There is a 4.6m height restriction beneath the bridge approximately 100m north of the site and there are double yellow line 'no parking' restrictions along both sides of the road.
- 2.1.4 Cycle lanes are available on both sides of St Pancras Way, facilitating southbound (along the eastern side of the road) and northbound (along the western side of the road) movements for cyclists. These cycle lanes are separated from vehicular traffic by white lining and bollards. As a result, delivery vehicles are not able to stop at the kerbside for unloading purposes.
- 2.1.5 A zebra crossing is located outside the site providing an east to west crossing facility for pedestrians over St Pancras Way. The zigzag markings either side of the zebra crossing prohibit vehicles from waiting at the kerbside.

3 SERVICING ARRANGEMENT

3.1 Existing Servicing Arrangement

- 3.1.1 Delivery and servicing activity associated with the existing public house is assumed to have historically taken place from the private service road to the north of the building.
- 3.1.2 The alignment of the service road requires delivery vehicles to reverse into the site, before departing in a forward direction back on to St Pancras Way.
- 3.1.3 This activity has historically taken place with no formal management plan and hence the development proposals represent an opportunity to improve the management of this established arrangement.

3.2 Proposed Servicing Arrangement

- 3.2.1 The proposals would continue to utilise the private service road for delivery and servicing purposes, as per the existing arrangements.
- 3.2.2 The proposals include a new enclosed bin store within the rear part of the service road, which would slightly reduce the total length of the service road. However, the attached swept path assessment (drawing 2021/6215/002) confirms this area would continue to provide sufficient space for the required service vehicle types.
- 3.2.3 It is proposed that the public house would be serviced by rigid vehicles up to a maximum of 10m in length. Table 1, below, illustrates the approximate specifications of the largest delivery and service vehicles which will serve the site.

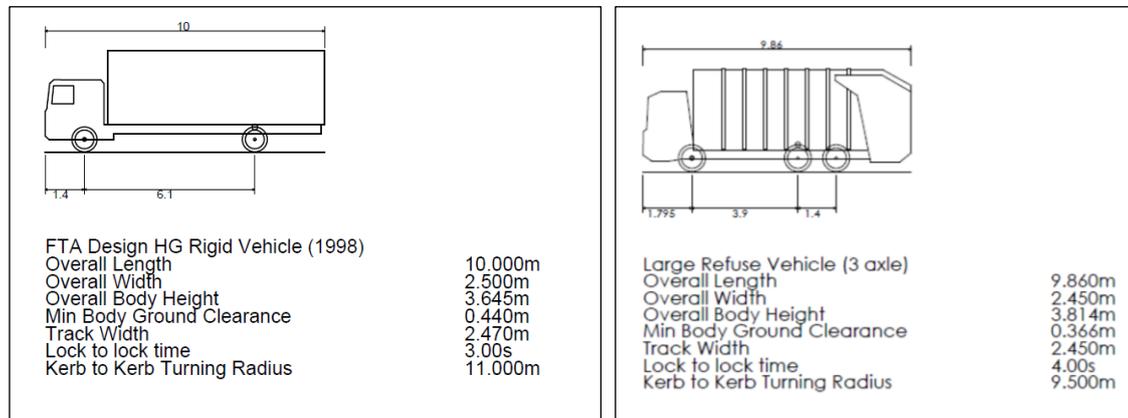


Figure 2 - Delivery & Servicing Vehicle Specifications

- 3.2.4 All delivery and servicing vehicles would approach along St Pancras Way from the north and reverse into the servicing area. This activity would be completed under the supervision of a staff member acting as a banksman.
- 3.2.5 Once servicing activity is complete, vehicles would depart in a forward gear back on to St Pancras Way in a southbound direction. This departure movement would also be overseen by a member of staff acting as a banksman.
- 3.2.6 The proposed staff member undertaking the banksman role would be positioned on the northern side of the footway adjacent to the servicing area, as shown in drawing 2021/6215/002. This location would give a clear view north along the nearside footway and cycle lane and their role would principally be to alert the delivery driver to any approaching pedestrians or cyclists.

- 3.2.7 This arrangement would ensure deliveries are received in an entirely safe way, representing a substantial improvement over the historic delivery activity at the site.
- 3.2.8 Further details regarding the banksman operation are contained within Section 5.2 of this DSMP.

4 DELIVERY FREQUENCY AND DURATION

4.1.1 Table 1, below, provides a summary of the proposed delivery schedule for the pub, including approximate frequencies and timings.

4.1.2 As is the case for most pubs, it should be noted that some variation in the exact delivery frequencies occurs at certain times of year, for example around bank holidays or during events such as Christmas and new year.

Table 1 - Proposed Delivery Schedule

Delivery Type	Delivery Frequency	Timing
<i>Beer / Wine</i>	<i>2 per week</i>	<i>Morning</i>
<i>Food</i>	<i>2-3 per day</i>	<i>Morning</i>
Total	Up to 3 per day	Morning

4.1.3 As detailed above, the pub would generally require up to 3 deliveries per day, typically undertaken in the morning period. These would be timed to avoid during the morning commuter period (8am to 9am) as far as possible to minimise any potential impact on cycle movements. Therefore, deliveries will only be received during the following times:

- (i) Prior to 8am
- (ii) After 9am

4.1.4 It should be noted that this level of servicing activity is unlikely to be any more intensive than what would have historically been generated by the public house (and could be generated if the public house were simply re-opened).

4.1.5 Young & Co's Brewery PLC operate numerous public houses throughout London and hence each of the above delivery and servicing visits would be carried out as part of an existing linked servicing trip to a number of their sites. Therefore, these would not represent 'new' service vehicle movements on the highway.

4.1.6 In terms of waste and recycling collections, these are privately contracted and would occur during the early morning as part of an existing collection route through the area, serving multiple sites.

4.1.7 Beer and wine deliveries are expected to comprise 10m rigid vehicles, although food suppliers will be encouraged to use smaller vehicles where possible (and where this does not result in additional vehicle trips generated).

5 DELIVERY MANAGEMENT MEASURES

5.1.1 A range of measures are proposed by the operator to ensure efficient and safe management of delivery and servicing vehicles to the site, offering an improvement over the historic site operation.

5.2 Banksman Supervision

5.2.1 All delivery and service vehicle visits would be overseen by a designated staff member acting as banksman. This person would be identified when fixing shift rotas and would be fully aware of the delivery schedule / any deliveries planned during their shift.

5.2.2 The banksman would be ready to receive each designated delivery and would oversee the delivery driver reversing into the servicing spur road, ensuring the vehicle is reversed as far into the site as practicable to avoid overhanging the footway on St Pancras Way.

5.2.3 When deliveries are completed, this staff member would position themselves on the St Pancras footway to the north of the site, ensuring the footway and cycle lane are clear before the delivery vehicle departs in a forward direction to the south.

5.3 Delivery Schedule

5.3.1 A delivery schedule will be prepared each week, detailing all delivery and servicing visits, including timing, purpose and likely duration. The schedule will ensure that only one servicing vehicle is present at the site at any given time.

5.3.2 The schedule will also identify a member of staff responsible for overseeing each delivery and acting as banksman.

5.3.3 This member of staff will update the delivery schedule with any observations / notes following completion of the delivery. For example, they would make a record of any issues that require reporting or alterations to future delivery schedules (e.g. if the anticipated duration is exceeded or if the vehicle arrives outside of the designated time).

5.4 Freight Operator Schemes

5.4.1 For regular scheduled deliveries, the public house operator is to be encouraged to utilise freight operators who are active members of Transport for London's Fleet Operator Recognition Scheme (FORS). It is expected that the companies currently delivering to the site (i.e. breweries and wholesale retailers) are subscribed members of FORS.

5.4.2 FORS is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry. The site delivery manager will inform and encourage the use of FORS subscribed operators.

5.5 Delivery Vehicle Fleet Size

5.5.1 The operator will continue to review vehicle sizes with delivery suppliers to ensure the smallest possible vehicle sizes are used (albeit where this does not result in additional vehicle trips generated on the network).

5.5.2 The largest vehicle types permitted at the site for servicing purposes will be 10m in length, although smaller vehicles will be used as far as possible.

5.6 Communication

- 5.6.1 Communication between the Operations Manager and other staff members is essential to providing an effective approach to limiting the impact of deliveries. Staff on shift will be made aware of all delivery procedures in order to prevent capacity issues on the immediate highway network.
- 5.6.2 The delivery schedule will be communicated with relevant staff so that each delivery vehicle arrival can be met promptly by a staff member and unloading can be progressed in a timely and safe manner.

5.7 Information

- 5.7.1 It is the responsibility of the operations manager to inform employees of the refuse / recycling processes to ensure that they are fully aware of the requirements. This approach will be maintained via up-to-date information placed on a staff notice board.
- 5.7.2 The site manager will provide relevant information to assist with the safe loading and unloading of goods from delivery vehicles.
- 5.7.3 Additionally, the manager will provide information regarding the local highway conditions and agreed delivery strategy to any new suppliers / delivery companies contracted by the site so that they are fully aware of the processes, including the banksman requirement.

5.8 Monitoring

- 5.8.1 The site manager will ensure all deliveries made to the site follow the agreed delivery schedule as closely as possible and the schedule will be regularly reviewed.
- 5.8.2 A delivery checklist will be prepared by the site delivery manager in order to record all delivery activity generated on-site and deliveries will be continually monitored in order to identify any potential issues with the agreed delivery schedule.

5.9 Waste Management

- 5.9.1 Refuse vehicles would continue to other scheduled sites following collections at the site, thus maximising efficiency of waste collection arrangements and reducing the impact on the wider highway network.
- 5.9.2 Additionally, the operations manager will inform employees of the refuse / recycling processes to ensure that they are fully aware of the requirements. This approach will be maintained via up-to-date information placed on the staff notice board.
- 5.9.3 Staff will be made aware of the separate waste and recycling streams in order to maximise the volume of material which is recycled and to minimise the volume of waste sent to landfill.
- 5.9.4 All bins are clearly labelled to prevent cross contamination of waste / recycling streams. Separate bins will be provided for the following waste / recycling streams:
 - (i) General waste
 - (ii) Food waste
 - (iii) Glass
 - (iv) Dry mixed recycling

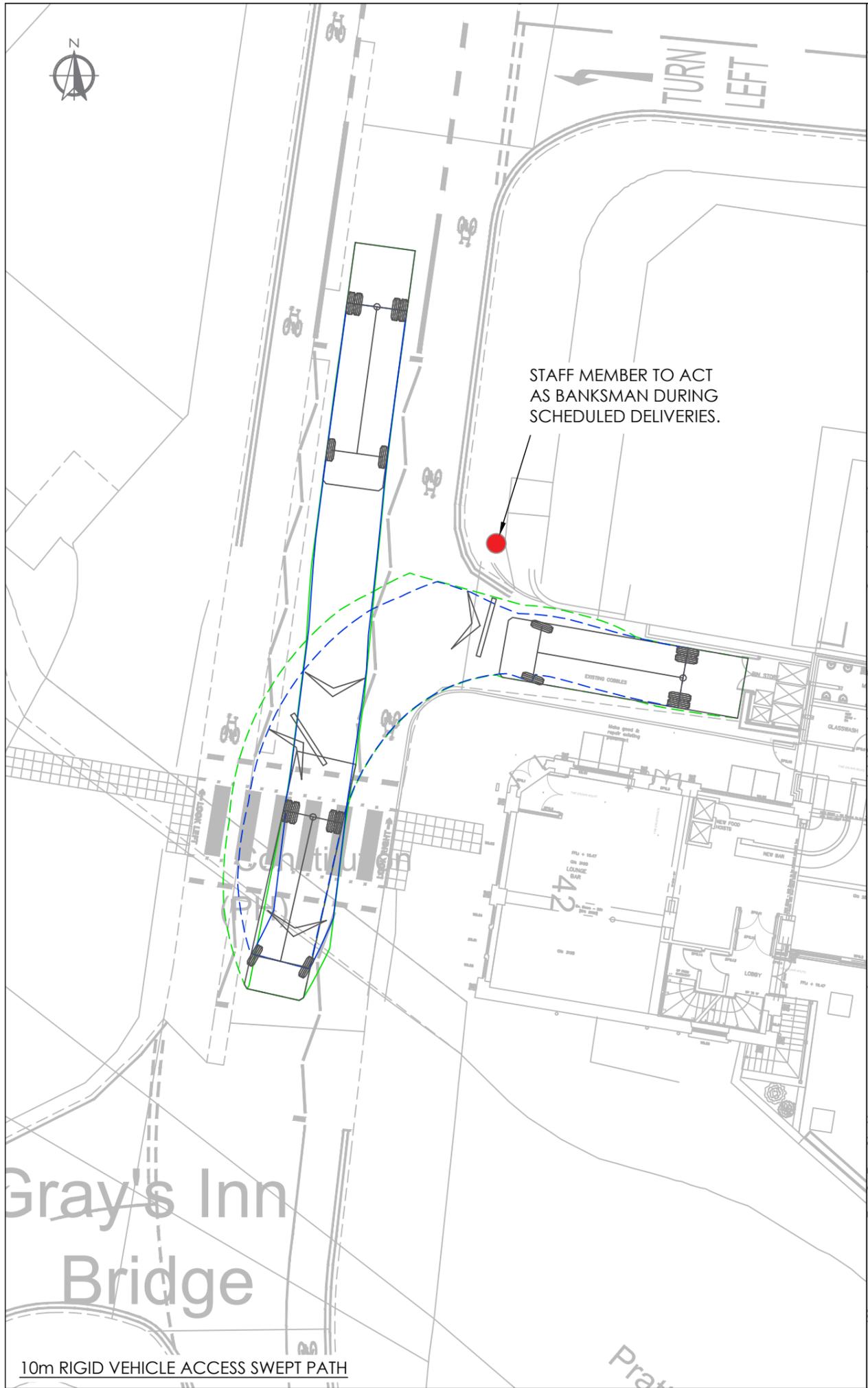
- 5.9.5 The proposed timing of collections in the early morning is such that there is negligible impact on the local highway network since this is outside of conventional peak periods on the network.

6 SUMMARY AND CONCLUSIONS

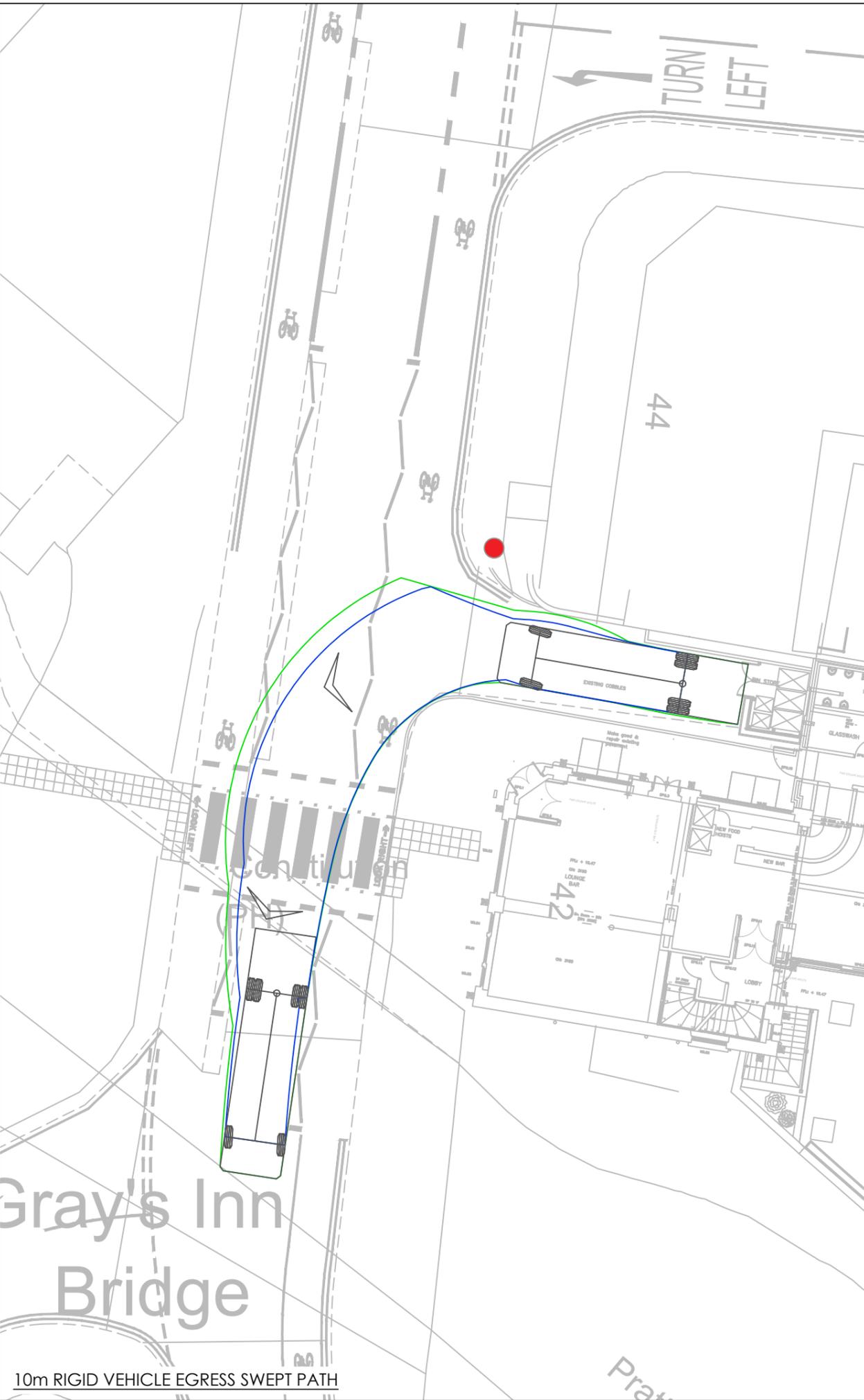
- 6.1.1 This Delivery and Servicing Management Plan sets out a number of clearly defined procedures relating to the delivery and servicing requirements associated with alterations to The Constitution public house at 42 St Pancras Way, London, NW1 0QT.
- 6.1.2 This report demonstrates the following:
- (i) All deliveries would continue to be accommodated within the private service road, as per the existing servicing arrangements for the public house.
 - (ii) Deliveries would be undertaken by rigid vehicles up to a maximum of 10m in length.
 - (iii) All delivery vehicle movements would be overseen by a staff member acting as a banksman to ensure the highest levels of safety. This is an improvement over the established servicing arrangements.
 - (iv) The frequency of deliveries to the site is not anticipated to increase beyond the historic levels owing to the minimal increase in floorspace at the site.
 - (v) Deliveries and waste collections would be pre-planned and inputted to a weekly delivery schedule and would be timed to avoid the conventional peak hours as far as possible.
 - (vi) Appropriate measures will be introduced to ensure that employees are fully aware of the refuse / recycling processes via the staff information board.
 - (vii) A series of measures will be adopted to provide sufficient information, communication, scheduling and monitoring of all deliveries in order to ensure the safe and effective delivery and servicing strategy required by the site.
- 6.1.3 Overall, there would be no material impact on the operation of the local highway network or surrounding users.



APPENDIX 1 DELIVERY VEHICLE SWEPT PATH ASSESSMENT



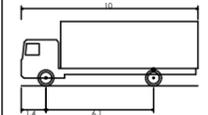
10m RIGID VEHICLE ACCESS SWEEP PATH



10m RIGID VEHICLE EGRESS SWEEP PATH

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.445m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P4	GE	Swept path updated, banksman note	11/08/22
P3	GE	Site layout updated	07/07/22
P2	GE	Swept paths updated	05/07/22
P1	GE	FIRST ISSUE	04/07/22

Client: Young & Co's Brewery PLC

Project: The Constitution, 42 St Pancras Way, NW1

Drawing Title: Swept Path Analysis 10m Rigid Vehicle

Drawing No: 2021/6215/002 Rev. P4

Scale: 1:200 Drawn By: GE Checked By: PB A3



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