

TECHNICAL NOTE

Job Name: City of London Primary Academy, Islington
Job No: 37845
Date: March 2021
Prepared By: Matt Bolshaw
Checked By: Manu Dwivedi
Subject: Response to Public Consultation Comments

1. Introduction

- 1.1. This technical note has been produced to respond to the queries raised on the public consultation event held to support the discharge of conditions for City of London Primary Academy, Islington (COLPAI).
- 1.2. This has been prepared with reference to conditions 43, 44 and 46 - the delivery and servicing plan (DSP).
- 1.3. The table below shows the queries raised by residents, TfL and CoL transport officers and Stantec's response.

2. Resident Queries

Query	Response
The strategy does not take into account that Beech Street and Fortune Street have now been closed to all but zero emissions vehicle;	If vehicles are excluded from this route it will be the council's responsibility to find an alternative route. There is an alternative route via Bunhill Row and Banner Street that would mean vehicles are able to collect from Golden Lane if they are excluded from the low emission zone.
Concerns regarding safety of the 3 point turn on Baltic Street West and the potential safety implications of this.	Swept path analysis drawings included within the DSP show that the manoeuvre can be made by a refuse collection and delivery vehicle. The swept path analysis has been included as an appendix to this note. A banksman will also be present for all movements where a vehicle is required to reverse. Movements outside the school will be consistently monitored and reviewed to prevent any safety issues arising and to ensure the correct strategy is being implemented.

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<p>The status of the land beyond the back of the pavement and whether COL can use this land.</p>	<p>All bins will remain on COLPAI land until the time of collection. A licence will be drawn up with the academy to allow permission for bins to be wheeled across housing land but at no point will bins be left anywhere except within the boundary of the school or within the highway boundary, and for a limited period only. The appended drawing shows the location of where the bins will be stored.</p>
<p>Rubbish bins being left on the ramp at the north end of Hatfield House and commitment was given during consultation that the bins will be left on school land only.</p>	<p>As above, all bins will remain on COLPAI land until collection. They are to be stored within the land belonging to the school or within the highway boundary. The appended drawing shows the location of where the bins will be stored.</p>
<p>Concerns regarding the trip generation – current plan states 'anticipated number' which is considered vague. Can we provide any further evidence on how this has been calculated?</p>	<p>The trip generation is based on data provided by City of London and the School, using information from existing schools in the area such as the Copenhagen School in Islington. As such the trip generation represents a likely scenario for the number of deliveries to be made to a primary school in this area. This will be monitored, and trips will be consolidated to reduce the number of trips where possible.</p>
<p>Golden Lane Estate Area Association offers three options – 1. Service the building via the main entrance on Golden Lane, 2 Service the school via Baltic Street 3. Make the bollards between Baltic Street West and East demountable so that rubbish trucks do not have to reverse</p>	<p>As noted at the public consultation the three options have been considered, as below</p> <p>1) the first option is not viable due to the need to drag bins through the playground during school hours for collection. Dragging bins to Baltic Street West also provides the shortest dragging distance.</p> <p>2) The second option, to serve the school from Baltic Street West is the chosen option. It is not possible to service from Baltic Street East, as bins are required to be collected from the back of the vehicle and the narrowness of the road on Baltic Street East does not allow for a manoeuvre that would make this possible.</p> <p>3) this option was considered but London Borough of Islington Highways team have indicated that due to management and maintenance issues, temporary bollards is not something they would approve.</p>

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Further details of the amenity impacts of the proposed delivery and servicing plan.	The proposed delivery and servicing plan has been produced to limit the impacts on amenity as much as possible. All school deliveries and servicing vehicles are to operate within school hours to avoid collections in anti-social hours. All residential delivery vehicles are encouraged to take place within the same time period, with space outside the development to allow for deliveries to be made.
Concerns regarding the quantum of waste storage provided including the bin store.	A total of 7 bins are included within the residential bin stores. The store has been designed to provide enough bins to support a twice weekly collection of refuse and thrice weekly collection of recycling. This is the same frequency of collection as Basterfield House.
No off-street parking for refuse lorries so they have to wait on Golden Lane.	Refuse lorries generally collect from a kerbside location, the double yellow lines in front of the residential building allow for refuse collection and servicing but prevent waiting and parking.

3. TfL Comments

Query	Response
TfL understands delivery and servicing, including refuse will take place on street from Golden Lane on an area of double yellow lines. In line with the Intend to Publish London Plan, deliveries and servicing should be made off-street, with on-street loading bays only used where this is not possible.	Due to not being able to utilise the Basterfield service road, there is no possibility of being able to service the site from an off-street location. The only other area where vehicles could park outside the carriageway would be within the undercroft access to the school. This area is to be heavily used by pupils and is therefore not appropriate for servicing vehicles. This has been the proposal since the application stage where the principal of this strategy was agreed.
All vehicles servicing and delivering to the development must only stop/unload at permitted locations and within the time periods permitted by existing on-street restrictions.	Noted, this has been proposed in the DSP. Section 6.3.2 sets out how all delivery and servicing vehicles for the school will have to arrive between the hours of 10:00 and 14:00. Any vehicle not adhering to existing on-street restrictions would be subject to any penalties as per any other vehicle.

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<p>TfL strongly encourages the use of a delivery booking system to provide each delivery with a specific time slot. This should take into consideration the expected number of delivery/service vehicles and their anticipated dwell times. This will allow deliveries to be managed according to the capacity of the on-street loading space and can help manage deliveries away from peak hours, minimising congestion on the local road network.</p>	<p>School deliveries will be monitored and managed as part of the DSP. All supplies will be delivered within the times stated in the DSP (10.00 – 14.00) and most regular suppliers will have a specified time slot, to avoid congestion in the same way as a delivery booking system.</p> <p>Deliveries for residents will be spread out across the whole day. Residents are likely to time any deliveries and servicing trips they have control of such as grocery deliveries, for when they are at home. This will help to encourage trips away from the peak hours. Residents can also make use of services such as Click & Collect and local collection points to help ensure deliveries are not missed. Most parcel deliveries made by van or cargo bike have very low dwell times (less than five minutes), therefore vehicle conflicts are unlikely.</p>
<p>42 vehicular trips associated with the residential units and 7 for the commercial units are anticipated per day. TfL suggests the use of a Consolidation Centre where one location receives multiple deliveries from a variety of suppliers to minimise vehicle journeys to and from the site.</p>	<p>It is not considered feasible to use a dedicated consolidation centre for the site but CoL can investigate the use of a consolidation centre for the Golden Lane Estate in its entirety. However, the residents will be encouraged to choose retailers and suppliers who consolidate their deliveries. Similarly, the school, through its procurement policy, will seek to prefer suppliers that consolidate deliveries and also utilise electric vehicles or cycle logistics as part of their supply chain. CoL however will investigate whether a consolidation centre could be used as part of the wider Golden Lane Estate management.</p>
<p>TfL encourages the use of freight operators with FORS silver or gold membership as it is imperative that road safety measures are considered, and preventative measures delivered through the construction and operational phases of the development.</p>	<p>All freight operators will be approved through City of London's usual processes which meet the necessary safety standards.</p>
<p>TfL welcomes the applicant's commitment to arranging commercial waste collection and deliveries during off-peak hours and outside of nearby school pick up times.</p>	<p>Noted.</p>

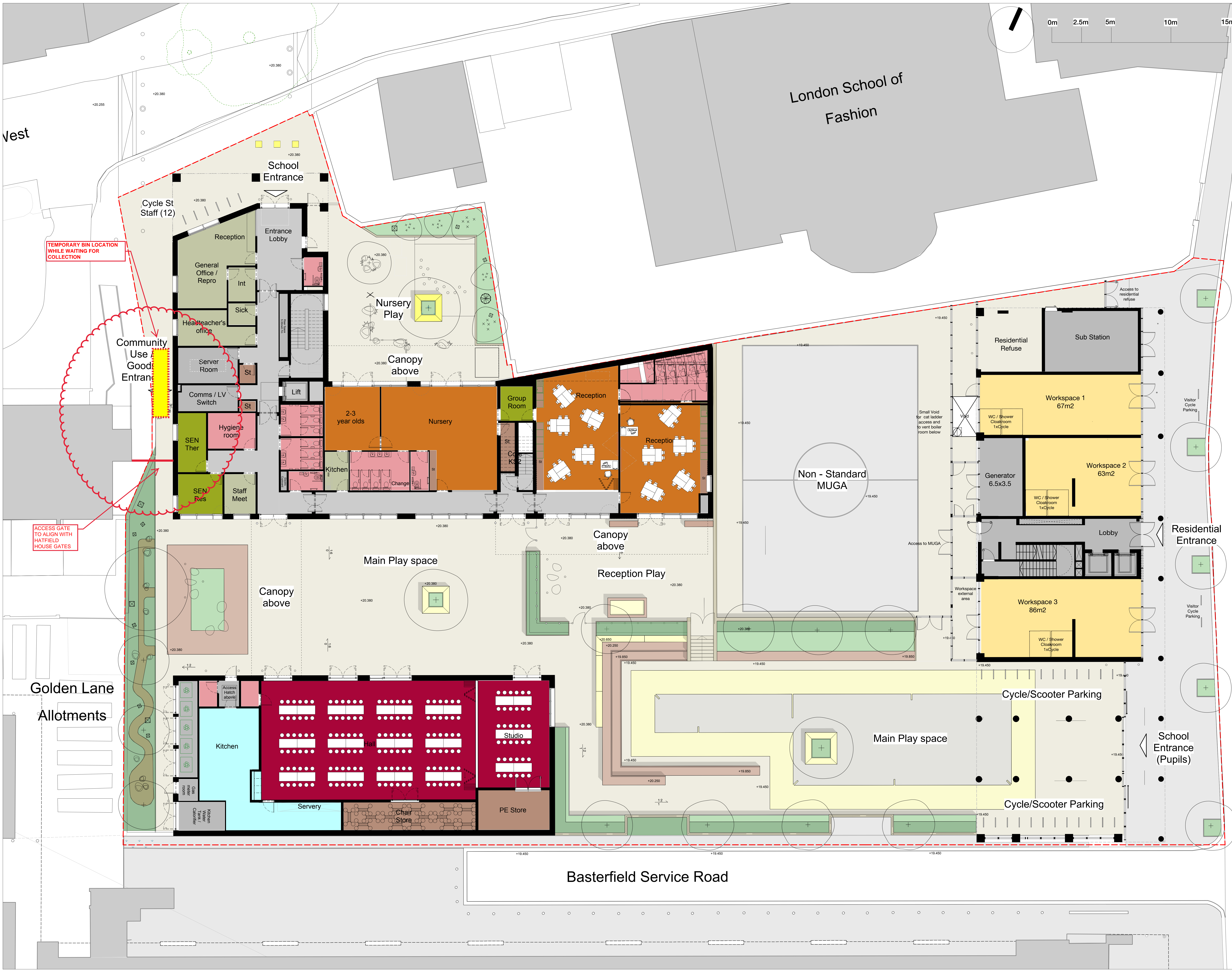
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4. CoL Comments

Query	Response
Please can the applicant comment on what steps are being taken to try and minimise the commercial delivery numbers to the development.	Delivery and servicing trips are to be monitored over time and where trips can be consolidated, particularly to the school, they will be. Residents are also encouraged, through welcome packs on their arrival to the development, to use amazon locker facilities and to consolidate deliveries into one delivery rather than receiving multiple. The welcome packs were included as a measure in the Travel Plan to help encourage sustainable travel.

5. Monitoring

- 5.1. City of London have committed to monitoring the impacts of the two DSPs. City of London propose that a yearly review will take place and any findings used to update the DSPs. The monitoring will include a review of the number of trips taking place and the effectiveness of the strategy in place.



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Revisions

P1	18.07.17	Planning Submission
P2	23.10.17	Planning Submission
P3	07.11.17	Planning Submission
P4	26.01.18	Planning Submission
P5	16.02.18	Planning Submission

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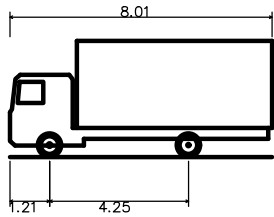
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Project
City of London
Primary Academy Islington
(ColPAI)

Drawing
Proposed Ground Floor Plan
and Site Layout

Scale 1:100@A0	Date May 2017
Drawn by GLG	Checked by CL
Job Number HB1677	Status Planning
Drawing No. & Revision COL-HBA-00-00-DR-A-00_201	

- Classroom
- Circulation
- Hall
- Learning Resources
- Plant
- Kitchen
- Staff Room / Offices
- Storage
- WC
- 1B2P
- 2B3P
- 3B5P
- Site Boundary Line



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

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

GOLDEN LANE ESTATE
SWEPT PATH ANALYSIS
7.5t BOX VAN

Client

CITY OF LONDON

Date of 1st Issue	Designed	Drawn
12/02/2018	-	JS
A3 Scale	Checked	Approved
1/200	MD	MD

Drawing Number

37845/5501/004

Revision

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