



City of London, Primary Academy Islington (CoLPAI)

**Discharge of Condition 43 and 46
School Delivery and Servicing Plan**

On behalf of **City of London**

Document Control Sheet

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1 Introduction

1.1 Background

- 1.1.1 Stantec, formerly known as Peter Brett Associates LLP (PBA) has been commissioned by City of London (CoL) to produce a School Delivery and Servicing Plan to meet the planning conditions for the City of London Primary Academy, Islington (CoLPAI) planning conditions (REF: 17/00770/FULL – City of London, P2017/2961/FUL – Islington).

1.2 Planning History

- 1.2.1 The school sits within the wider CoLPAI site that was granted planning permission by London Borough of Islington (LBI) and CoL in March 2018, for a total of 66 residential units, commercial spaces and a two form entry primary school.

- 1.2.2 Condition 43 of the prior approval relates to the requirement of a Delivery and Servicing Plan (DSP), it states that,

“A delivery and servicing plan (DSP) for the school development detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the relevant part of the development hereby approved.

The DSP shall follow TfL guidance on minimising the impact of freight movements on the transport network.

The school DSP shall provide that servicing shall be carried out between 1000 and 1400.

The School DSP shall provide that no vehicles larger than a 7.5 tonne box van should service the school from Baltic Street West and that a banksman is required to supervise movements on Baltic Street West by servicing vehicles servicing the site. Measures to address cyclist safety during these vehicular movements should also be provided within the school DSP.

The building facilities shall thereafter be operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority. “

- 1.2.3 Condition 46 of the prior approval relates to refuse, it states that,

Prior to first occupation details of the method of managing the collection of refuse and details of a collection point for refuse shall be submitted to and approved by the Local Planning Authority and shall not be left outside the site for a period longer than 20 minutes prior to the agreed collection time. The refuse storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the development for the use of all occupiers.

- 1.2.4 This DSP is prepared to discharge planning conditions 43 and 46 as stated above.

- 1.2.5 A Transport Assessment (TA) was prepared and submitted by Stantec as part of the application. The background of the assessment of the wider site should be referred to and read in conjunction with this DSP.

1.3 Nature of DSP

Detailed DSP

- 1.3.1 This is a Detailed DSP and is produced to give the planning authority a detailed view of the expected delivery and servicing activity during the operational phase of the school aspect of the development.

DSP Objectives

- 1.3.2 DSPs developed through the planning process seek to support sustainable development. They are drafted within the context of the guidance provided within the London Freight Plan and TfL's DSP guidance.
- 1.3.3 This DSP will therefore seek to achieve the following objectives:
- Demonstrate that goods and services can be delivered, and refuse/ recycling removed, in a safe, efficient and environmentally-friendly way;
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
 - Improve the reliability of deliveries to the site; and
 - Reduce the impact of delivery and servicing activity on the staff and students at CoLPAI as well as local residents and the environment.

1.4 Report Structure

- 1.4.1 The remainder of this DSP is set out as follows:
- i. Chapter 2 provides an overview of the site and the proposed development;
 - ii. Chapter 3 reviews the planning policies in relation to the delivery and servicing of the development;
 - iii. Chapter 4 details the delivery and servicing proposals including an estimation of future delivery and servicing trip generation profile along with vehicle types and dwell times.
 - iv. Chapter 5 provides an overview of the proposed delivery and servicing management arrangements for the development; and
 - v. Chapter 6 discusses the management of the DSP and monitoring of the implementation of the Plan.

2 Site Information

2.1 Location of the Site

- 2.1.1 The CoLPAl site is located off Golden Lane adjacent to the Golden Lane Estate in the London Borough of Islington (LBI). A small portion of the site falls within the City of London (CoL). The site is located to the south of Old Street, with access points available from Baltic Street West and Golden Lane. The closest London Underground Station is Barbican. A location plan is included in Figure 2.1.

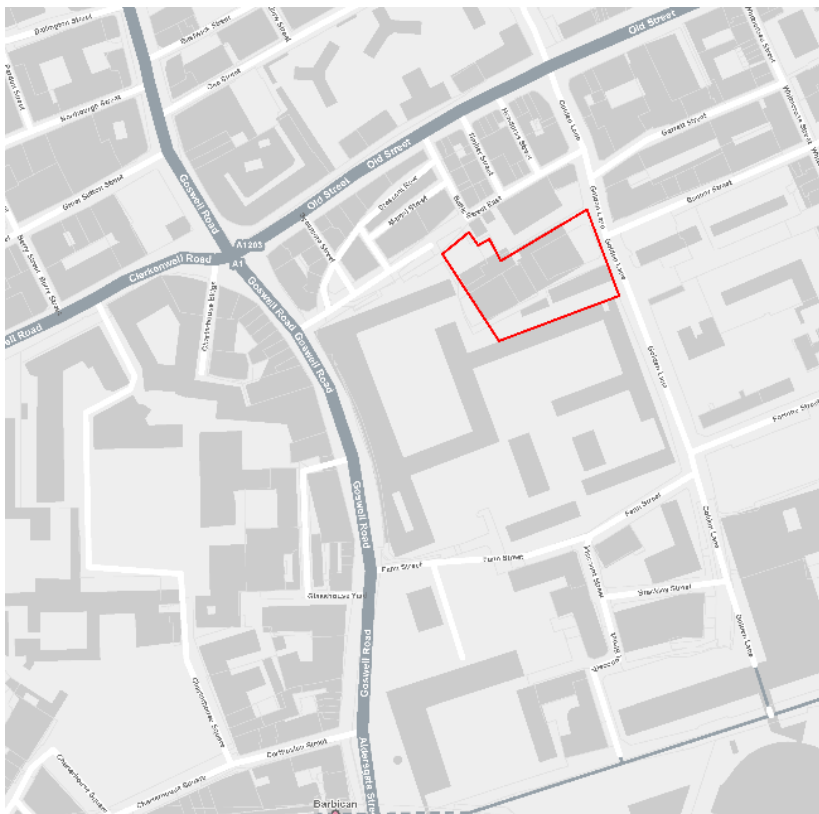


Figure 2.1: Strategic Site Location Plan

- 2.1.2 The site was previously occupied by the Richard Cloudsley school. A community centre was also present on the site.

2.2 Parking, Public Transport, Walking and Cycling Access

- 2.2.1 Full details of the public transport, walking and cycling access can be found in the TA. A summary is provided below.
- 2.2.2 All roads surrounding the site have footways with an appropriate width for pedestrians. There are two drop down kerb crossing points in close proximity to the site which enable easier crossing facilities across Golden Lane. There is also a signalised crossing point at the Golden Lane/Old Street Junction and a zebra crossing approximately 130m to the south of the proposed development on Golden Lane. Walking to Barbican underground station takes approximately 7-minutes.
- 2.2.3 There is on street cycle parking opposite the site on Golden Lane and a Santander Cycle docking station with a capacity of 18 cycles adjacent to the site. A further 27 Santander Cycles

located approximately 160m to the south of the site on Golden Lane. Cycling to Barbican station take approximately 3-minutes. There is an existing cycle route located to the east of the development site along Burnhill Row which routes north south.

- 2.2.4 The Site is currently very well connected to public transport links within the vicinity of the site. The site itself is located within PTAL zone 6a, showing an excellent level of public transport surrounding the site. There are three bus stops located within a 6-minute walk, serving 7 bus services. Old Street and Barbican underground stations located within a 10-minute walk of the Site. These provide access to the Northern line, Hammersmith and City line, Metropolitan line, Circle line and the Great Northern line.

2.3 Highway Access Arrangements

- 2.3.1 The main access road to the development site at present is Golden Lane which is approximately 9.7m wide outside the existing school access. This road runs north to south between Old Street and Beech Street. There are on-street parking bays on both sides of the road.
- 2.3.2 Another access point to the site is available from Baltic Street West, this access is not currently in regular use but will become more open, as a result of the development proposals. The main access to Baltic Street West, is from Goswell Road. There is no through route available between Baltic Street West and Baltic Street East with the other surrounding roads being very narrow and not suitable for large amounts of traffic.

2.4 Development Proposals

- 2.4.1 The new development will consist of both residential and educational land use. Although, this DSP refers only to the educational land use, a separate DSP has been prepared to support the residential aspect of the development. The school will be a two-form entry primary school (2,731m² GIA) and will be located to the west of the Site with the main entrance located off Baltic Street West and the pupil access off Golden Lane.
- 2.4.2 The pedestrian and cyclist access to the school building is primarily via Golden Lane. All pupils will arrive and leave the school at normal times via the entrance/ exit under the residential building. Outside of traditional drop off and pick up times, all access will be via Baltic Street West.
- 2.4.3 Vehicular access to the site for the school aspect is from Baltic Street West. This is where deliveries and servicing will take place from, with access to bin stores available from this road.

3 Policy Context

3.1 Introduction

- 3.1.1 This section provides an overview of National, Regional and Local DSP-related policy guidance.

3.2 National Policy and Guidance

BS: 5906 Waste Management in Buildings – Code of Practice (2005)

- 3.2.1 BS: 5906 is a code of practice for methods of storage, collection, segregation for recycling and recovery, and on-site treatment of waste from residential and non-residential buildings. As a code of practice, this British Standard takes the form of guidance and recommendations.

Designing for Deliveries Guide, Freight Transport Association (2016)

- 3.2.2 Designing for Deliveries is a guide for planners and engineers to assist in the design of service areas and access roads for commercial vehicles. The document incorporates scaled drawings and guidance on how to cater for all vehicles including small rigid, large rigid, artic and drawbars.
- 3.2.3 The latest edition provides the new standards of the latest fleet of vehicles.

3.3 Regional Policy and Guidance

Mayor's Transport Strategy (2018)

- 3.3.1 The Mayor's Transport Strategy (MTS) was published in March 2018 by the Mayor of London.
- 3.3.2 The MTS aims to provide a framework to inform the strategic development of London, alongside the London Plan, for the next 20 years. The MTS highlights the importance of the London Freight Plan, DSP, Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans (CLP) in encouraging improved efficiency and provide a framework for incentivising and regulation.
- 3.3.3 The MTS indicates that DSPs are relevant to ensure delivery and servicing facilities are designed in a way that allows streets to still be attractive for walking and cycling, ensures there is a reduction in the impact of delivery and servicing on London's streets and reducing the total vehicle kilometres made by delivery and servicing vehicles.
- 3.3.4 Proposal 81 sets out that "The Mayor, through TfL and the boroughs, and working with stakeholders, will embed efficient freight and servicing in new development by:
- 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.
 - 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).
 - Piloting ambitious plans in Opportunity Areas and around major developments such as High Speed Two to reduce the impact of freight and construction trips.

3.3.5 The MTS also sets out the importance of the London freight information portal which: “will help London’s public authorities (the GLA and boroughs, for example) and freight operators exchange information about:

- Improving operational efficiency;
- Encouraging better driver behaviour, the use of alternative fuels and the uptake of low carbon vehicles;
- Reducing freight administration costs; and
- Enhancing freight journey planning.”

London Plan consolidated with Alterations since 2011 (Mar 2016)

3.3.6 The London Plan, published in July 2011, sets out the overarching policies and principles for developments in London over the next 20-25 years. The London Plan has been further revised in March 2015, Further Alterations to the London Plan (FALP) and March 2016, Minor Alterations to the London Plan (MALP).

3.3.7 Policy 6.3 ‘Assessing Effects of Development on Transport Capacity’ states:

3.3.8 “Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, relevant TfL guidance. Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans.”

Draft New London Plan, July 2019

3.3.9 The New London plan was published in draft form for consultation in November 2017. The July 2019 includes updates and alterations to the plan before the final version is published in late 2019.

3.3.10 Policy T7 of the draft London Plan states that freight and servicing strategies should seek to-

- reduce freight trips to, from and within these areas
- coordinate the provision of infrastructure and facilities to manage freight and servicing at an area-wide level
- seek to reduce emissions from freight, such as through sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

3.3.11 These strategies should be developed through policy or masterplan for planning application process.

TfL Freight and Servicing Action Plan (2019)

3.3.12 The TfL freight and servicing action plan sets out and clarifies future freight and servicing policies as well as the actions that can be taken in present day to support safe, clean and efficient freight operations.

3.3.13 The plan supports the objectives put forward in the Mayor’s Transport Strategy (MTS) including promoting walking and cycling and Vision Zero. The MTS states that by 2041 80 percent of trips in London are to be made on foot, by cycle or using public transport. This

action plan sets out proposals for how to address the issues mentioned in the MTS including number of accidents, Air Quality and Congestion.

3.4 Local Policy

Islington Local Plan Strategic and Development Management Policies (2019)

3.4.1 As part of the Local Plan – Strategic and Development Management Policies Development Management Policies – Policy T5 sets out requirements for Delivery, servicing and construction.

3.4.2 The main points set out in Policy T5 are that delivery and servicing arrangements must:

- Be provided off street wherever feasible, particularly for commercial developments over 200sqm GEA;
- Make optimal use of development sites;
- Demonstrate that servicing and delivery vehicles can enter and exit the site in forward gear;
- Submit sufficient information detailing the delivery and servicing needs of developments, including demonstration that all likely adverse impacts have been thoroughly assessed and mitigated/prevented. This includes impact on the amenity of local residents and businesses, for example, vehicle noise impacts from idling and reversing warning mechanisms and impacts due to the size of delivery vehicles;
- Provide delivery and servicing bays whose use is strictly controlled, clearly signed and only used for the specific agreed purpose;
- Ensure that there are no adverse impacts on existing/proposed refuse and recycling facilities;
- Ensure that the cumulative impact on sustainable transport modes is identified and suitably mitigated/prevented; this must include consideration of delivery and servicing requirements of existing, planned and potential development in the area, particularly in Town Centres, designated employment areas and the CAZ;
- Investigate potential for delivery and servicing by non-motorised sustainable modes, such as cargo cycles and 'clean' vehicles.

City of London Transport Strategy (2019)

3.4.3 The CoL Transport Strategy is a plan to manage how the streets within the City of London are designed and managed. The aims of the strategy are in line with other London wide proposals to encourage walking and cycling, reducing the number of vehicle trips including for delivery and servicing, to reduce the number of deaths and seriously injured and improve air quality.

3.4.4 Delivery and Servicing is a key part of the Transport Strategy and it states that the strategy will ensure there will be fewer, quieter, safer and cleaner lorries. This includes the use of consolidation centres as well as returning vehicles also being used to collect waste and recycling to make the most of both trips. There will also be a focus on encouraging cargo bikes to make a greater proportion of trips.

Recycling and Refuse Storage Requirements (June 2013)

- 3.4.5 The guide was published in June 2013 and provides information on waste storage facilities and design. The guide also covers collection frequencies and servicing vehicles access requirements.
- 3.4.6 In terms of vehicles access requirements, the Guidance states that vehicles access roads must be constructed to withstand a gross vehicle weight of 26 tonnes and axle loading of 11.5 tonnes. The access road has to have a minimum width of four metres and the layout should allow vehicles to travel in a forward direction. While reversing, refuse vehicles should not be required to reverse more than 25 metres. If pedestrians and refuse vehicles share the same access, an additional raised footpath must be provided.
- 3.4.7 General allowances of at least one metre should be provided as turning areas for refuse vehicles. They should be included in the design of access roads and gateways, etc. If vehicles are required to approach from an angle, additional allowances will be required.
- 3.4.8 Appropriate measure should be in place to control any unauthorised vehicles parked on the route/ access of the refuse collection points.
- 3.4.9 The Guidance also states that the walking distance from the bins to the position of the refuse collection vehicle must not exceed 10 metres.

4 Existing Delivery and Servicing Arrangements

4.1 Introduction

- 4.1.1 This section provides an overview of the existing delivery and servicing arrangements at the existing CoLPAI Site.

4.2 Existing Delivery and Servicing Arrangements

- 4.2.1 At present the delivery and servicing vehicles access the site via the service road located off Golden Lane to the south of the site. This provides access to the community centre and old school buildings for refuse vehicles.
- 4.2.2 There are existing garages within the development site which are accessed via the service road adjacent to Basterfield House. These are primarily used for storage, with the exception of two garages which are used as a disabled parking space by residents of Basterfield House.
- 4.2.3 Existing refuse collection for Basterfield House occurs during early hours on a daily basis. There are no proposals to change this arrangement. At present the refuse collection vehicles enter the service road in forward gear and then reverse back onto Golden Lane.
- 4.2.4 Emergency service vehicles at present have access to the service road and the ability to lower the bollards at the western end to enable greater access along the service road. It is assumed that an emergency services vehicle would operate in the same way as a refuse vehicle and enter the service road in forward gear and then reverse out or make a u-turn.
- 4.2.5 Construction vehicles being used to service the Golden Lane Estate at present do not use the service road. From on-site observation it is apparent that the road is only used by tradesmen and vans rather than larger construction lorries.

5 Delivery and Servicing Proposals

5.1 Overview

- 5.1.1 This chapter details the design and access arrangements of the proposed delivery and servicing arrangements including locations of bin stores, accesses and routes; as well as the estimated trip generation relating to the delivery and servicing activities for the two-form entry primary school.

5.2 Access Arrangements

- 5.2.1 Access to the school for delivery and servicing vehicles will be on Baltic Street West. This strategy will enable easy access to the location of the school bin stores and will direct all servicing work to require contact with main reception. Figure 5.1 presents the school entrance along with the proposed waste stores.

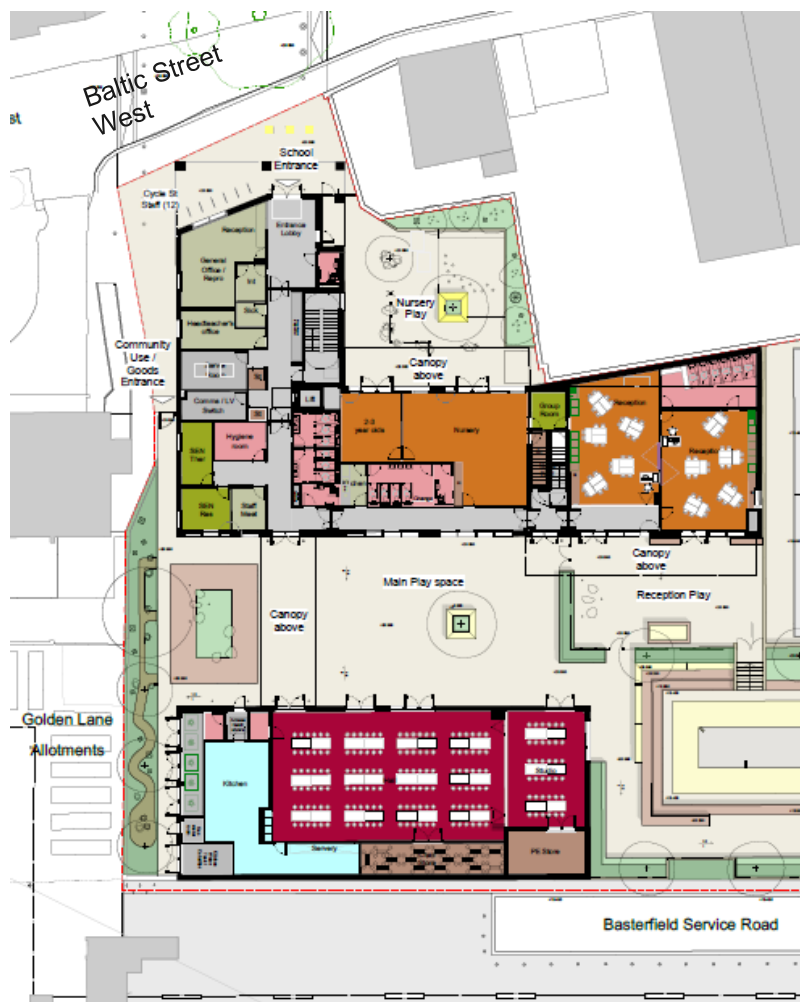


Figure 5.1: Proposed School and Waste Storage Areas

- 5.2.2 As per condition 43, only 7.5 tonne box vans will be able to service the school. These vehicles are able to enter Baltic Street West in forward gear, turn outside the school using the entry to the Golden Lane estate under Hatfield House and then exit in forward gear. This is shown in

Figure 5.2, where a 7.5t vehicle is able to access the waste collection. This is further demonstrated in Drawing 37845/5501/004 presented in Appendix A.

- 5.2.3 In the unlikely event that multiple vehicles arrive and depart at the same time it is also possible for vehicles to wait closer to Goswell Road until the area becomes free, although, effective delivery and servicing vehicle scheduling undertaken by the facilities management team should prevent this from happening. Facilities management are also to act as a banksmen for all deliveries should vehicles arriving not provide their own.

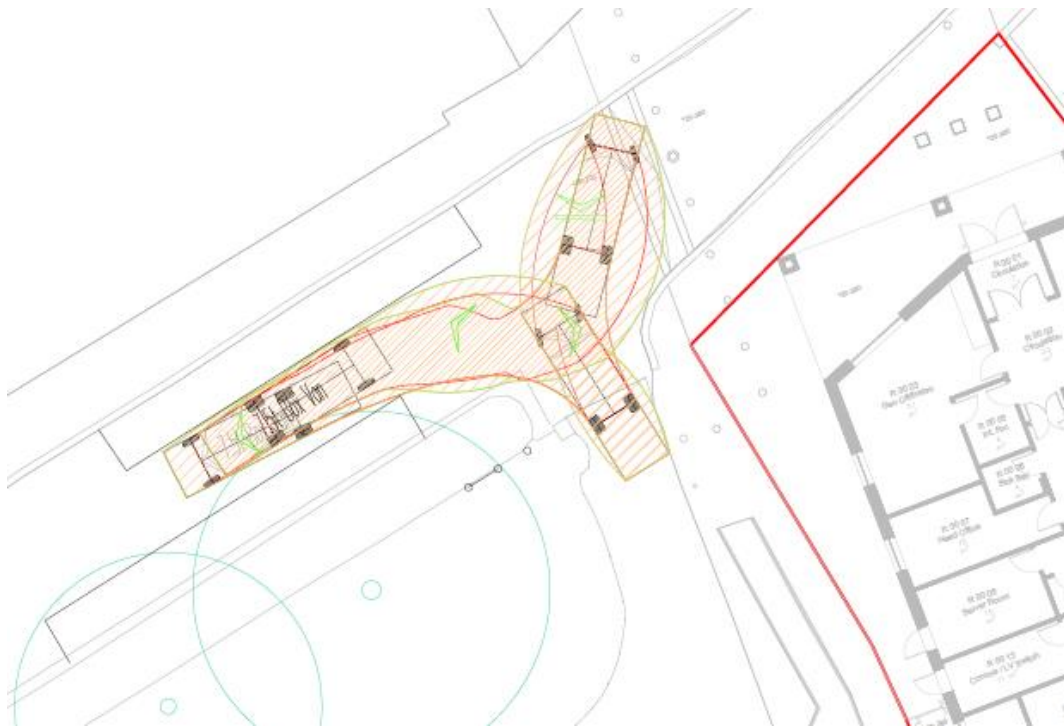


Figure 5.2: Proposed Turning Route for Delivery and Servicing Vehicles

5.3 Proposed Waste Collection

- 5.3.1 The bin store of the school will be located on the ground floor of the hall with a direct path for bins to be dragged out to street level. This location is shown in Figure 5.3 below.
- 5.3.2 Refuse collection will be conducted with a banksmen/ facilities management personnel present at all times. As such the refuse collection will be once per week for general waste and once every two weeks for recyclables. More information on types and frequency is presented in subsequent sections.

Figure 5.3 School Bin Store Location



5.4 Delivery and Servicing Trip Generation

- 5.4.1 A delivery and servicing trip generation has been developed based on information provided by the headteacher of the school and the assumed number of vehicles required to service the site. The assumptions are based on information provided for other schools within Islington. Using existing data enables a strong and reliable assessment of the likely number of delivery and servicing trips the school will generate.

Trip Generation

- 5.4.2 The table below indicates the frequency and type of delivery and servicing trips anticipated per week and maximum expected per day.

Table 5.1: Daily Delivery and Servicing Trip Generation

Delivery or Servicing Activity	Frequency
General Waste Collection	One per Week
Recycling Collection	One every Two Weeks
Food Deliveries	Once per Day
Post	Daily
Resources	Daily
Minimum Total per Day	3
Maximum Total per Day	5

- 5.4.3 Table 5.1 indicates that no more than 5 trips are anticipated per day. The likelihood is that this maximum will rarely be achieved as waste and recycling collections are not carried out daily, and these collections may not occur on the same day. Additionally, all postal deliveries are likely to be made on foot. In this case, it is much more likely that delivery and servicing trips will amount to approximately 3 trips per day. As per the conditions, these trips are to occur between the hours of 10:00 and 14:00 to avoid conflict with peak hours for school pupil drop off and collection. Therefore, the impact of these trips is considered to be negligible.

Vehicle Types

- 5.4.4 As per the planning conditions, no vehicle larger than a 7.5 tonne box van will be used to service the site. This has been agreed with contractor Bouygues who have been appointed to service the site. Where possible these vehicles will also be electric to reduce noise and emissions. It is likely that postal deliveries will be made on foot.

Dwell Times

- 5.4.5 Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out. Based on previous experience, including survey work undertaken at a number of locations across central London, the average dwell time considered robust for the different collections identified above is included in Table 5.2 below.

Table 5.2: Vehicle Types and Dwell Times

Vehicle Type	Dwell Time
Motorcycle (couriers)	0 – 10 minutes
Cars/Vans	0 – 15 minutes
HGVs over 3.5 tonnes up to 18 tonnes	5 – 30 minutes
Medium – large sized refuse vehicle	5 – 30 minutes

- 5.4.6 Delivery and servicing trips for the development as a whole has been shown to be low. When this is combined with the identified likely vehicle types and anticipated dwell times it can be demonstrated that the impact of the delivery and servicing vehicles on the area is likely to be minimal.
- 5.4.7 Although the identified delivery and servicing trips are considered to be low and manageable, steps will be taken to help minimise and manage delivery and servicing trips to the development wherever practicable. The proposed measures are outlined in Section 5.

5.5 Waste and Recycling Separation and Storage

- 5.5.1 Waste and recycling management and storage facilities for the School were designed to meet London Plan, LBI and CoL standards. The storage areas are located on the ground floor of the Kitchen/ School Hall building and provide separation in to the relevant waste streams and sufficient storage capacity for the school.
- 5.5.2 The bin store is designed to allow easy and safe access/ manoeuvrability to all bins. All material will be contained within the dedicated containers to avoid amenity issues associated with litter and vermin.
- 5.5.3 The school facilities management team will be responsible for the management of the waste and recycling storage and servicing area. The facilities management team will move the bins from the bin store to the on-street pick up location around the scheduled pick up time to minimise the amount of time the bins will be within the public view. The facilities management team will then act as a banksman for the turning vehicle to ensure safety for pedestrian and cyclists before returning the bins to the bin store.

6 Delivery and Servicing Management

6.1 Overview

- 6.1.1 This section outlines the measures and initiatives to manage delivery and servicing vehicles required for the operation of the school. The DSP will specifically aim to ensure that servicing of the school can be carried out safely and efficiently, without creating any negative impacts upon the local highway network, local residents and the environment.
- 6.1.2 In accordance with TfL's best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans' the proposed management measures and initiatives have been grouped into the following categories. Each of these are considered in turn:
- Design and Access (as per Section 4);
 - Procurement Strategy;
 - Operational Efficiency; and
 - Waste and Recycling Management.

6.2 Procurement

Approved Suppliers/ Delivery Companies

- 6.2.1 The school will seek to engage a limited number of suppliers and companies who are able to comply with the requirements of this DSP i.e. vehicle size, type and adhering to the delivery window. The school will also give preference to suppliers who are members of the Fleet Operators Recognition Scheme (FORS), can consolidate their deliveries and use low/zero emission vehicles.
- 6.2.2 Initial discussions with Bouygues have been held and limitations on size and type of vehicles have been imposed to meet the requirements according to this DSP.

6.3 Operational Efficiency

Facilities Management Team

- 6.3.1 The facilities management team will be able to assist with refuse collection and bin management. The facilities management team will be responsible for moving bins from the bin store to the on street pick up location and then back after they have been emptied. This will all take place within a short time frame around the scheduled collection time to minimise the amount of time bins are within view of the public. A member of the facilities team will also act as a banksman for the turning vehicles to ensure safety for pedestrians and cyclists in the area.

Out of Hours Deliveries/ Unattended Deliveries

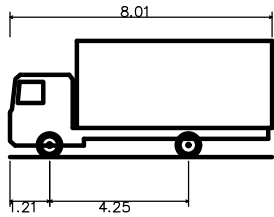
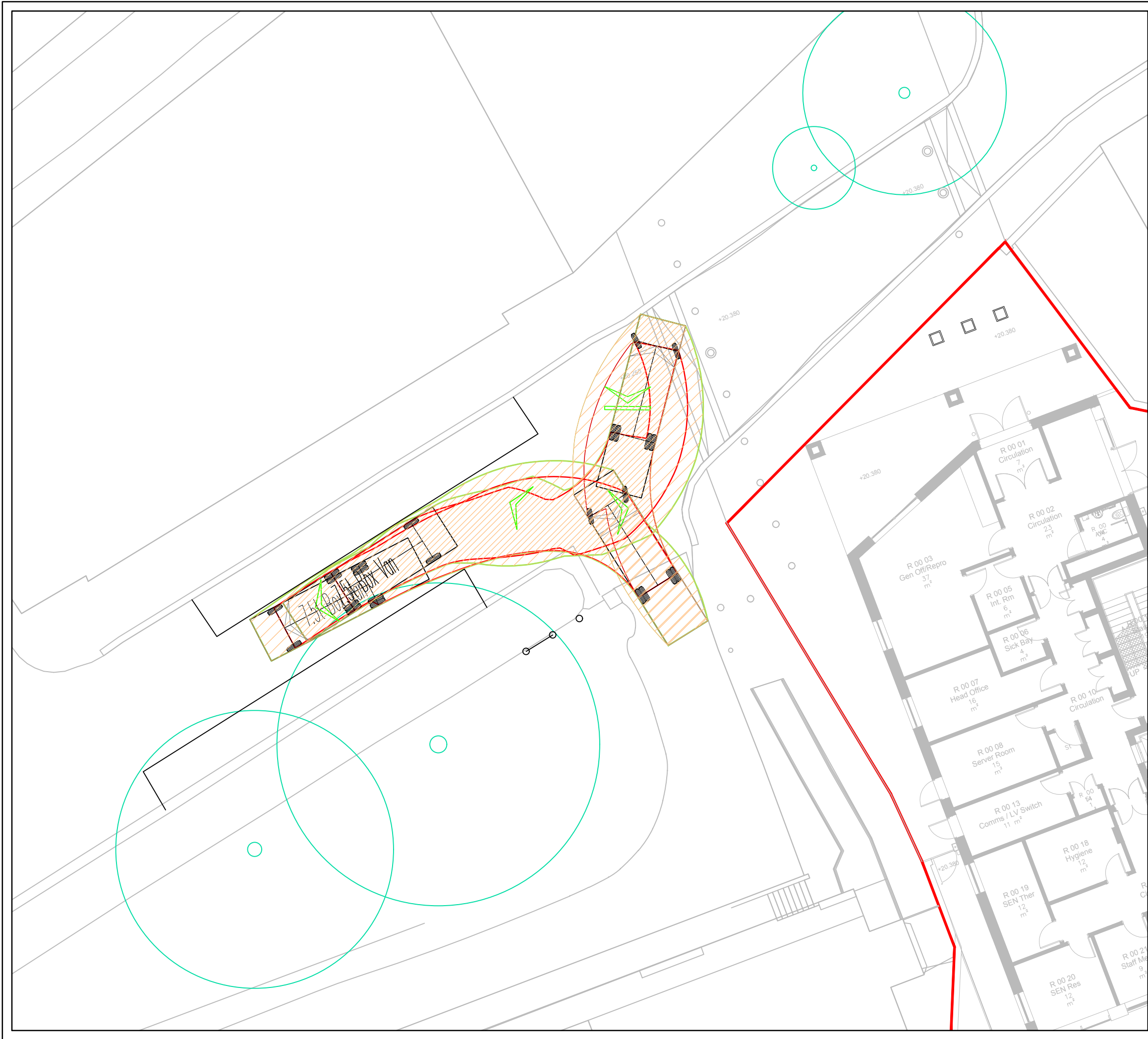
- 6.3.2 As all deliveries will be made within the hours of 10:00 and 14:00 there will always be a member of the facilities management team within the building to deal with deliveries and collections. No deliveries/ collections are expected out of these hours with the exception of postal deliveries which will take place on foot.

- 6.3.3 Should deliveries be made outside of these times, suppliers will go through a warning system and should they become repeat offenders, new suppliers will be sought.

6.4 Monitoring and Management

- 6.4.1 The DSP will be owned by the school and the facilities management team. The facilities management team will then be responsible for managing and monitoring the implementation of the DSP.
- 6.4.2 It will be the manager of this team's responsibility to ensure the DSP is functioning correctly. The DSP management and monitoring process including meetings, reports and liaison will tie in with the overall management of the site and the separate residential DSP.
- 6.4.3 Monthly reviews of vehicle activity will be held amongst the on-site management team. Any issues can then be resolved or escalated as required. The review of vehicle activity will be the primary monitoring tool with daily and weekly schedules and monthly reports used to monitor delivery activity, compliance with requirements and remedial actions taken such as warning contractors of their obligations should a breach occur.

Appendix A Swept Path Analysis



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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