

APPENDIX H

Delivery and Servicing Plan

London City Airport

City Airport Development Programme

Delivery and Servicing Plan

May 2013

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Appendices

Appendix A - Swept Path Analysis

1 INTRODUCTION

- 1.1 This Delivery and Servicing Plan (DSP) will be implemented at London City Airport in conjunction with the City Airport Development Programme (CADP).
- 1.2 The purpose of this DSP is to ensure that delivery and servicing activity can take place in a safe, efficient and sustainable manner. It has been developed in accordance with policies set out within “The London Plan” (July 2011); “The London Freight Plan” (November 2007); and “Travel planning for new development in London, Incorporating deliveries and servicing” (February 2011).
- 1.3 The remainder of this report is structured under the following chapter headings:
- Chapter 2 – Local Situation
 - Chapter 3 – Policy Context
 - Chapter 4 – Measures and Initiatives
 - Chapter 5 – Monitoring and Review
 - Chapter 6 – Summary
- 1.4 Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have the minimum impact on both the surrounding highway and pedestrian network.

2 LOCAL SITUATION

Site Location

- 2.1 London City Airport is located between the Royal Albert Dock and the King George V Dock, adjacent to the Woolwich Reach and Gallions Reach of the River Thames. Currently the Airport is accessed from Hartmann Road.

Scheme Elements

- 2.2 The CADP chiefly comprises new passenger facilities and infrastructure that are required to enable the Airport to respond to forecast growth in passenger numbers and accommodate the new generation aircraft which are physically larger than the current fleet. Such improvements are broadly consistent with the long term plans which were described in London City Airport's 2006 Master Plan.
- 2.3 The proposals include a replacement landside forecourt area to include vehicle circulation, waiting and drop off areas and hard and soft landscaping.

Proposed Servicing Arrangements

- 2.4 The Airport will be serviced from a new service yard which will be accessed from an existing access point onto Hartmann Road.
- 2.5 Goods deliveries will be loaded and unloaded to / from two loading bays in a covered area at the North East corner of the proposed service yard. Goods are then taken through airside screening or into landside storage via a back-of-house corridor.
- 2.6 Typically deliveries to the retail facilities within the terminal take place on weekdays between 09:00 – 12:00 and 14:00 – 16:00.
- 2.7 Swept path analysis has been undertaken to demonstrate that vehicles up to the size of a 16.5 metre articulated vehicle are able to manoeuvre in and out. However, the largest size of vehicle which is likely to use the service yard on a regular basis is a 10 metre rigid lorry. Smaller vehicles including vans and cars associated with the Emergency Services, DLR operations and the UK Border Agency also use the service yard. A copy of the swept path analysis is provided at **Appendix A**.

Proposed Refuse Collection Arrangements

- 2.8 The main Airport refuse and recycling store with capacity for three eurobins will be located within the service yard. Refuse vehicles will enter the service yard and empty the bins directly from the store.

- 2.9 Waste from airside is taken by vehicles on the airside road and through to the service yard to await collection.

- 2.10 A further refuse store will be located in the forecourt adjacent to the sub-station. Refuse vehicles will park in the adjacent layby whilst emptying the bins.

- 2.11 At all times, refuse and recycling will be stored within the dedicated bins.

3 POLICY CONTEXT

National Policy

National Planning Policy Framework (NPPF)

3.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 35 states the following:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies."*

Regional Policy

The London Plan

3.3 Policy 6.14 of the current London Plan (adopted July 2011) specifically relates to freight. On Development Proposals, it stipulates that:

"a. locate developments that generate high numbers of freight movements close to major transport routes

b. promote the uptake of the Freight Operators Recognition Scheme, construction logistics plans and delivery and servicing plans. 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

c. increase the use of the Blue Ribbon network for freight transport."

Travel planning for new development in London

3.4 This document relates to the Travel Planning process and the need to manage the movement of people and goods in London. Paragraphs 1.10 of this document notes the following:

“Strategies developed to manage deliveries and servicing to a site should:

- *Introduce measures to reduce, consolidate or eliminate delivery trips*
- *Provide safe and legal loading facilities, preferably off-street*
- *Ensure operators demonstrate best practice.”*

The London Freight Plan

3.5 The London Freight Plan incorporates guidance on DSP’s. It states that:

“Delivery and Servicing Plans (DSPs) will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions.

DSP’s aim to reduce 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-hour deliveries.”

Summary

3.6 This DSP for London City Airport accords with the relevant national and regional policies. The scheme has been designed to include on-site servicing yards, reducing the impact on the local road network. Furthermore, servicing and delivery activity will be managed to ensure it operates efficiently minimising any adverse impacts.

4 MEASURES AND INITIATIVES

4.1 This section of the Delivery and Servicing Plan outlines the specific management measures to be implemented. The measures aim to manage the impact of delivery and servicing activity.

Management of the Plan

4.2 The management will oversee the management, development and monitoring of the Delivery & Servicing Plan.

4.3 Measures that will be implemented include:

- Promoting the DSP to employees and suppliers;
- Ensure that delivery vehicles remain in the service yard for as little time as possible to maximise the efficiency of deliveries;
- Seek to reduce the number of deliveries taking place during network peak hours (07:30-09:00 and 16:30-18:00) wherever possible;
- Ensuring that refuse and recycling material is transferred to the storage areas in time for collection;
- Ensuring that the refuse and recycling stores are kept tidy so that collections can take place efficiently.
- Service yard staff will be trained to assist vehicles manoeuvring to and from the Airport as necessary; and
- Undertaking monthly servicing and maintenance checks of the service yard.

Working with Suppliers

4.4 London City Airport will continue to work in partnership with its suppliers to ensure the efficient movement of goods to / from the Airport.

5 MONITORING AND REVIEW

Monitoring

- 5.1 The management will be responsible for the on-going monitoring of the DSP.
- 5.2 The monitoring process will generate information by which the success of the DSP can be evaluated. The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise.

Review

- 5.3 London City Airport will undertake regular reviews of the DSP. Representatives from employees, suppliers, the London Borough of Newham and Transport for London will be consulted as necessary.

6 SUMMARY

- 6.1 This Delivery and Servicing Plan has been prepared for the City Airport Development Programme.
- 6.2 The CADP would be serviced by an on-site service yard which can accommodate all sizes of servicing vehicles up to the size of a maximum legal articulated lorry.
- 6.3 Refuse collection would also take place on-site. This ensures that there is no on-street servicing associated with the proposals.
- 6.4 The DSP has been drafted in accordance with regional and national policy in relation to the movement of freight, in order to minimise the impact of deliveries.
- 6.5 The measures set out within this DSP will ensure the successful and efficient operation of servicing / delivery activity on a day to day basis, reducing the impact of servicing movements on the road network.
- 6.6 The DSP will be monitored on a regular basis by the management team, consulting with relevant stakeholders as necessary.

