

## Freight & Servicing Supplementary Planning Document (SPD) Consultation

From Helen Kay Chair of BA Planning Sub-committee

19 September 2017

Comments in italics from the Barbican Association to some points in the document:-

65. Agreements to prohibit personal deliveries to workplaces, especially those associated with online shopping, are strongly encouraged.

*And 79. Mentions prohibition but how will this be monitored in so many work places? And 76. States that monitoring will usually take place through the DSP. Is this enough? What exactly is being prohibited? We suggest a reference to an active policy of promoting click and collect hubs. One Canada Square reportedly received 450 a day back in 2015 likely to be many more now and other companies are offering workplace deliveries as a perk so strong statements are required to bring about change. Val Shawcross at TfL recently announced plans to ban the practice.*

70. Unless there are restrictions regarding noise or other considerations at the premises, evening, night time or weekend delivery and servicing should be the default outside residential areas.

*Suggest adding - Restrictions need to be in place in the buffer streets around the densely residential Barbican Estate. We suggest these streets are named to make it clear. Silk Street, Moor Lane, Moorfields, Fore Street, Wood Street (west), Aldersgate Street, corner where Silk Street, Chiswell Street, and Whitecross Street meet.*

72. The London Lorry Control Scheme controls the movement of larger goods vehicles taking place at night and at weekends. A similar approach may be suitable for route planning of smaller goods vehicles to reduce the noise impact on residential amenity.

*'May be suitable' is this language strong enough to protect residential amenity? Suggest replacing with 'should be devised'.*

75. 'The promotion of a no idling policy is encouraged'.

*This needs to be strengthened. Idling engines are a City byelaw offence, punishable by fixed penalty notice.[see also 87] and we suggest that 'is encouraged' be replaced by 'is enforced' and reference made to the punishable offence. All that work on the switching off/clean air initiative showed that there are very few cases when engines need to be left on (refrigeration), idling is not*

*necessary for charging of phones and i-Pads which is the frequent excuse from drivers.*

87. Particular care should be taken with regard to more noisy deliveries/servicing e.g. waste bottle collections, to avoid disturbance to nearby residents. DSPs should employ quiet delivery agreements to reduce noise and disturbance on-street. Engines should be turned off unless absolutely necessary for deliveries to reduce noise and air pollution.

93. Where servicing of a building is carried out by a management agent, a commitment to carry out routine servicing out of hours where possible is encouraged and consolidation of any required deliveries is encouraged.

*Please add that “out of hours” should not include night time, early mornings, late evenings, or weekends in residential areas in order to protect residential amenity.*

*Please add a section on “the final few metres” of any delivery. Much really irritating noise (to residents, office workers, pedestrians) comes from hand pushed carts carrying materials from lorries to buildings along walkways and pavements even in the early hours of the morning, which are of noisy metal construction and with ill fitting wheels. An insistence on high quality trolleys with pneumatic rubber tyres and quiet construction materials would help reduce the noise at the last leg of the delivery.*

*Sept 2017*