

# 96-100 Clerkenwell Road: St John's Square Survey Data Analysis

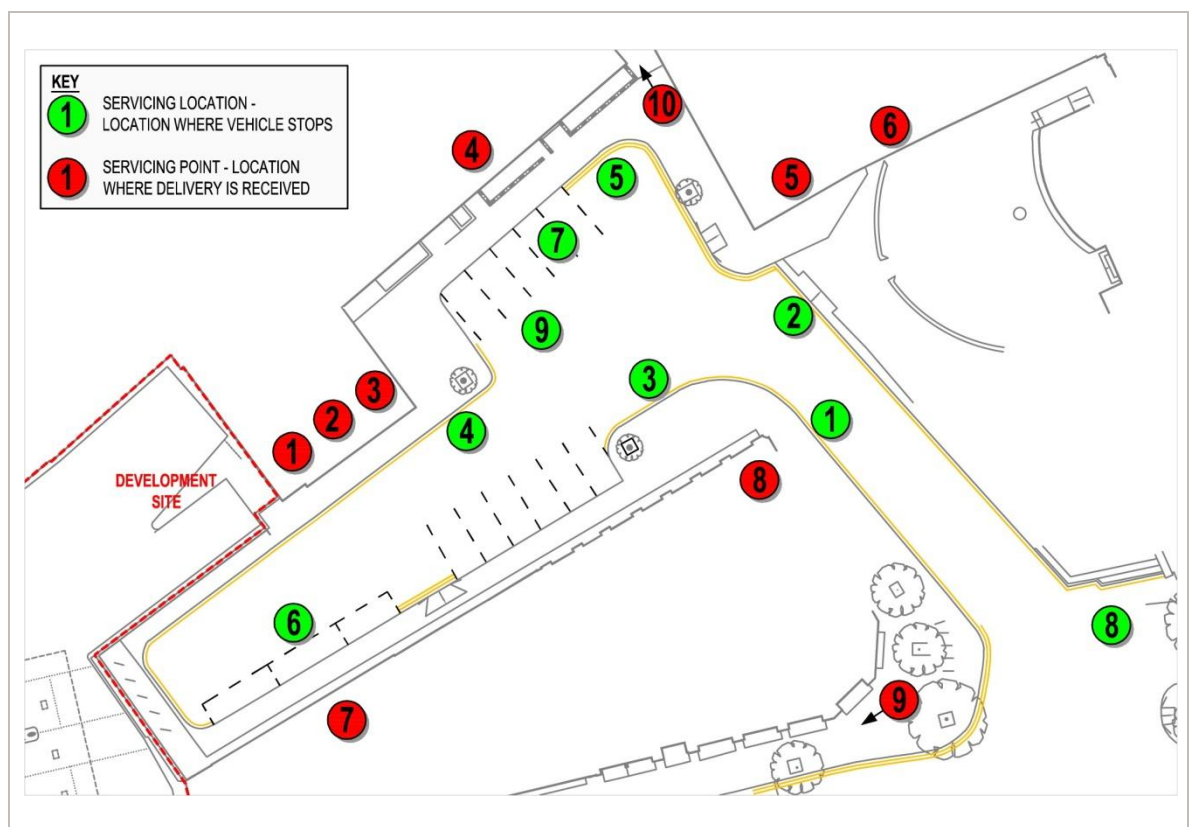
## INTRODUCTION

- 1.1 This Technical Note sets out the findings of a servicing survey carried out by an independent traffic survey company, MHTC Ltd, at St John's Square, Islington.
- 1.2 A video survey was undertaken to cover a 16 hour period between 06:00 and 22:00 on Tuesday 6 January 2015. All delivery and servicing trips within St John's Square were recorded and categorised by time period, duration of stay, vehicle type, type of goods, parking location and delivery location. Video cameras were deployed to view all servicing locations in the square.

## RESULTS

- 1.3 Details are provided on the delivery and servicing locations, vehicle types, time period and duration of stay. The survey location is broken down by where the vehicle stops and where the delivery is received.
- 1.4 The delivery locations are illustrated in **Figure 1** below.

**Figure 1 Servicing Locations**



### Servicing Point – Point where the Delivery is Received

1.5 Deliveries were recorded to twelve delivery locations within St John's Square, as detailed below, and illustrated on Figure 1:

- 1: No. 54, St John's House;
- 2: No. 52 (west door);
- 3: No. 51 (east door);
- 4: No. 49/50 Zetter Townhouse;
- 5: The Modern Pantry;
- 6: No. 42-47;
- 7: No. 57-59;
- 8: The Zetter Hotel (and Bistro Bruno Loubert);
- 9: Outside St John's Square (Clerkenwell Road direction);
- 10: Outside St John's Square (Jerusalem Passage direction);
- None (delivery vehicles stopped in St John's Square but did not make a delivery); and
- Not Seen (delivery location was not identified through the video).

1.6 A total of 75 delivery and servicing trips were made in St John's Square between the hours of 06:00 and 22:00. The breakdown of servicing trips by delivery location is shown in **Table 1**, detailed for each access point set out above.

**Table 1 Delivery Location**

Delivery Location	No. of Delivery vehicles
1: No. 54, St John's House	10
2: No. 52 (west door)	0
3: No. 51 (east door)	6
4: No. 49/50 Zetter Townhouse	5
5: The Modern Pantry	8
6: No. 42-47	8
7: No. 57-59	4
8: The Zetter Hotel (and Bistro Bruno Loubert)	14
9: Elsewhere (Clerkenwell Road direction)	8
10: Elsewhere (Jerusalem Passage direction)	1
None (no delivery made)	8
Delivery Location Not seen	3
<b>Total</b>	<b>75</b>

1.7 Eight delivery and servicing trips were associated with The Modern Pantry. On the day of the survey, the Modern Pantry was undergoing refurbishment works and was closed for normal operation. As such, these trips have been discounted from further analysis as they do not represent usual delivery and servicing activity. The servicing of The Modern Pantry is discussed further on Page 6 of this document.

## Servicing Location - Location Where Vehicle Stops

1.8 Loading locations were recorded for the following areas:

- 1: Single Yellow Line outside Zetter Hotel (west side of street)
- 2: Single Yellow Line (east side of street)
- 3: Single Yellow Line outside Zetter Hotel (south side of street)
- 4: Single Yellow Line outside No. 54 St John's House (north side of street)
- 5: Double Yellow Line outside the Zetter Townhouse (north side of street)
- 6: Double Yellow Line outside No. 57-59 (south side of street)
- 7: Pay and Display bays outside No. 51-52 (north side of street)
- 8: Near Entrance to the Square
- 9: In road, in front of Pay and Display bays outside No. 51-52
- 10: Did not park

1.9 The survey showed that 20 vehicles (27%) were parked on the single yellow lines located outside No. 54 St John's House, and on the north side of the street, whilst 11 vehicles serviced from the double yellow lines located outside the Zetter Townhouse, on the north side of the street.

1.10 The full breakdown of loading locations is provided in **Table 2**, which should be read alongside **Figure 1**.

**Table 2 Parking / Loading Location**

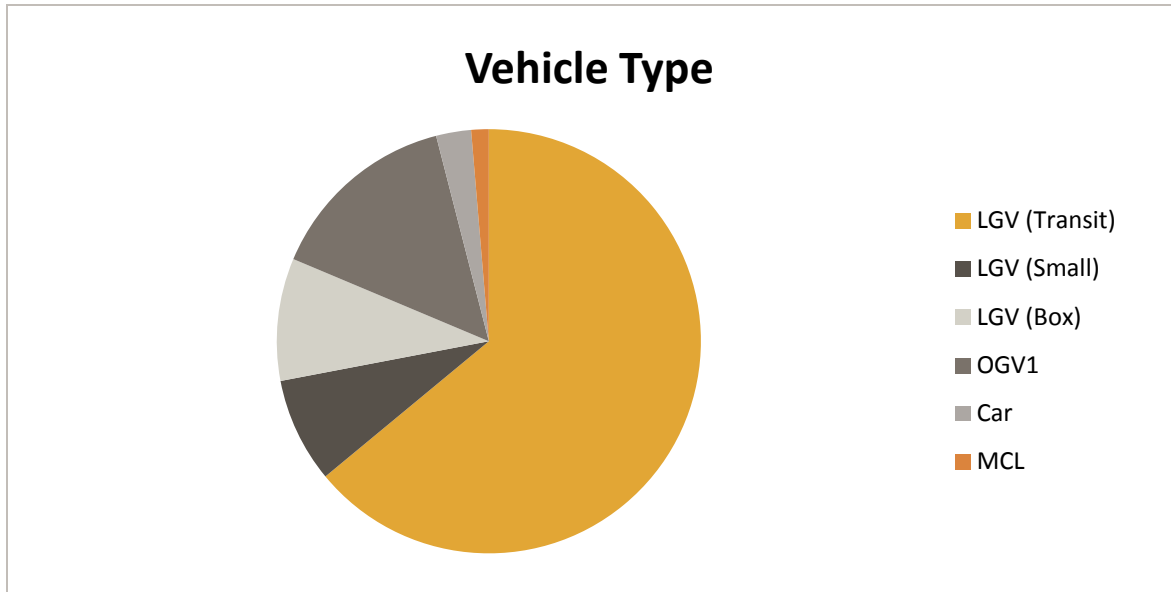
Parking / Loading Location	#
1: SYL outside Zetter Hotel (west side of street)	9
2: SYL (east side of street)	11
3: SYL outside Zetter Hotel (south side of street)	4
4: SYL outside No. 54 St John's House (north side of street)	20
5: DYL outside the Zetter Townhouse (north side of street)	11
6: DYL outside No. 57-59 (south side of street)	1
7: P&D outside No. 51-52 (north side of street)	5
8: Near Entrance to Square	1
9: In road in front of Pay and Display bays outside No. 51-52	3
Did not park	2
<b>Total</b>	<b>67</b>

## Vehicle Type

1.11 A Ford Transit type Light Goods Vehicle (LGV) was the most common delivery vehicle, being used to make 64% of deliveries. 17% of deliveries were made by other LGVs (box and small vans), 15% were made by an Other Goods Vehicle (OGV1) and 3% by a car. One delivery (1%) was made by motorcycle.

1.12 The breakdown of vehicle type is shown in **Figure 2**.

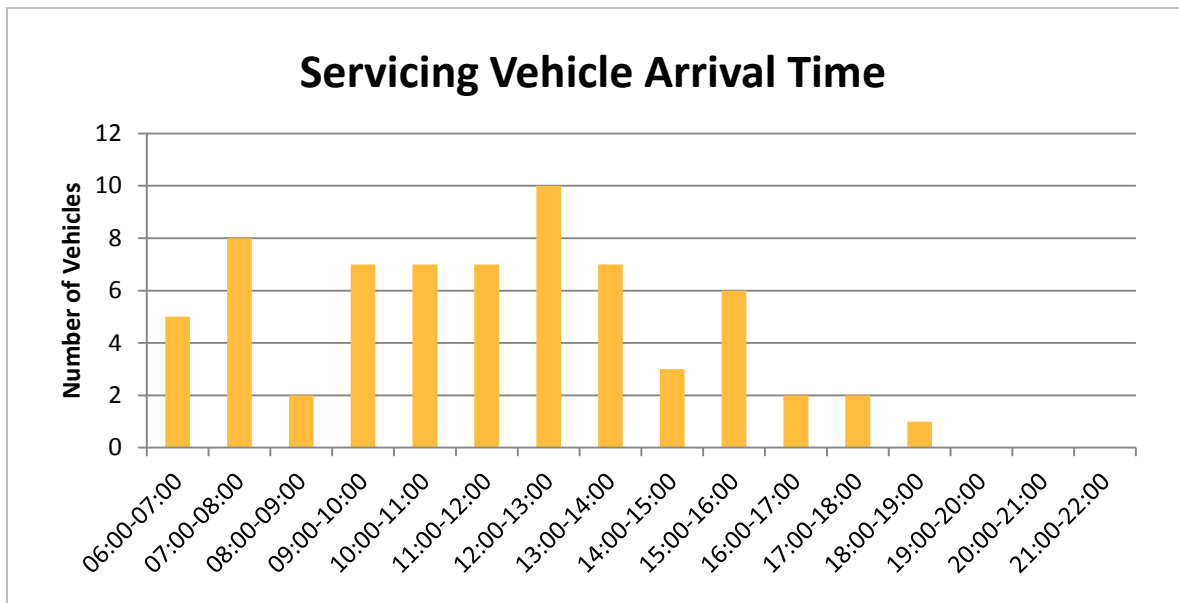
Figure 2 Vehicle Type



**Arrival Time / Peak Activity**

1.13 The peak period of delivery and servicing activity was recorded between 12:00 - 13:00 with a total of ten deliveries recorded. **Figure 3** shows that deliveries were concentrated in the morning period (69% of delivery and servicing trips occurred before 13:00).

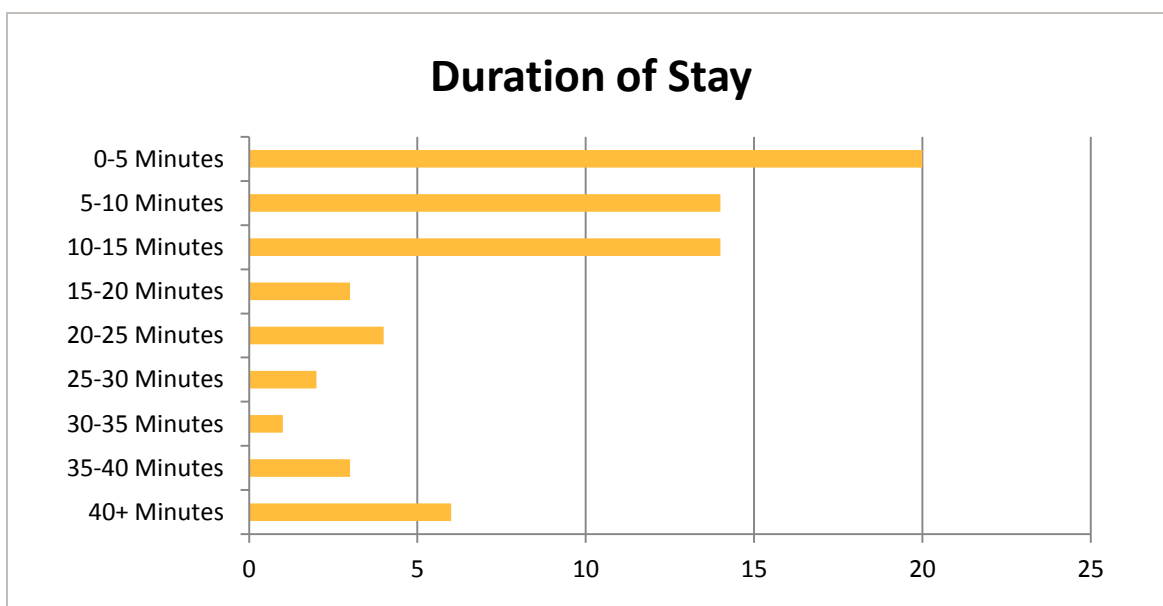
Figure 3 Servicing Vehicle Arrival Time



### Length of Stay

- 1.14 Of the recorded delivery and servicing trips, 30% of vehicles were stopped for less than five minutes and 51% for less than ten minutes. 6 stays (9%) were over 40 minutes in duration. The longest stay recorded was 3hrs 51mins, with a Ford Transit type lights good vehicle (LGV) arriving at 09:16 and leaving at 13:07. This vehicle was parked in the pay and display bays located outside No. 51-52 (on the north side of the street), and was associated with No. 51 (east door).
- 1.15 **Figure 4** shows the duration of each stay of delivery and servicing vehicles in five minute periods.

**Figure 4 Duration of Stay**



### The Modern Pantry

- 1.16 To account for delivery and servicing trips associated with normal operation of The Modern Pantry, delivery and servicing data collected at Motcombs Restaurant & Bar, Motcomb Street, Belgravia, Westminster has been used as a comparable site to The Modern Pantry. This data were collected by MHTC Ltd in June 2014. Twelve delivery and servicing trips were recorded at Motcombs Restaurant during the same time period (06:00-22:00). The peak period of delivery and servicing activity was recorded between 08:00 - 09:00 with a total of three deliveries recorded. **Table 3** details delivery and servicing trips by time period, and shows that 75% of delivery and servicing trips occurred before 12:00. No deliveries were recorded after 16:00.

**Table 3 Number of Deliveries by Arrival Time**

Arrival Time	No. of Deliveries
07:00-07:59	2
08:00-08:59	3
09:00-09:59	2
10:00-10:59	1
11:00-11:59	1
12:00-12:59	1
13:00-13:59	0
14:00-14:59	1
15:00-15:59	1
<b>Total</b>	<b>12</b>

- 1.17 Seven vehicles (58%) were stopped for less than five minutes and 75% for less than ten minutes. Two stays were over 40 minutes in duration. A Ford Transit type Light Goods Vehicle (LGV) was used to make 25% of deliveries. Two deliveries were made by Other Goods Vehicle (OGV1) and two by a car. One delivery (1%) was made by motorcycle. Five vehicles were not seen, as these stopped outside camera survey area. It is assumed that these deliveries are likely to have been made by Ford Transit type LGVs.
- 1.18 It is expected that all delivery and servicing trips associated with The Modern Pantry would take place from the single yellow lines located outside the restaurant's entrance, and as such would not impact on the proposed servicing location for the Site.

## SERVICING OF THE PROPOSED DEVELOPMENT

- 1.19 Servicing associated with the proposed development will take place from the Servicing Point 4, the single yellow line outside St John's House, as shown in the Delivery & Servicing Plan Diagram contained at **Appendix A**. This single yellow line is 32m in length, with capacity for a total of 4 Light Goods Vehicles.
- 1.20 On the day of the survey, 20 deliveries took place from this location, with 70% of these made by Ford-Transit type Light Goods Vehicles. Four vehicles (20%) were stopped for less than five minutes, and 11 (55%) for less than ten minutes.
- 1.21 Full analysis of delivery and servicing activity at this location is provided in **Table 4** overleaf.

**Table 4 Servicing Location 4 Usage, Single Yellow Line outside No. 54 St John's House (north side of street)**

	Arrival Time	Departure Time	Duration	Vehicle Type	Delivery Location
1	07:22	08:50	1:28:00	LGV (Transit)	7
2	07:38	07:44	0:06:00	LGV (Transit)	8
3	08:55	08:58	0:03:00	LGV (Transit)	8
4	09:10	10:10	1:00:00	LGV (Box Van)	7
5	09:33	09:42	0:09:00	LGV (Transit)	1
6	10:15	10:20	0:05:00	LGV (Transit)	1
7	10:31	10:38	0:07:00	LGV (Transit)	1
8	11:26	11:29	0:03:00	OGV1	None
9	11:52	12:04	0:12:00	LGV (Transit)	1
10	12:02	13:07	1:05:00	LGV (Transit)	Not Seen
11	12:16	12:20	0:04:00	LGV (Transit)	1
12	12:28	14:06	1:38:00	LGV (Box Van)	None
13	13:25	14:01	0:36:00	LGV (Transit)	1
14	13:55	14:00	0:05:00	LGV (Small Van)	1
15	15:01	15:05	0:04:00	LGV (Transit)	7
16	15:09	15:23	0:14:00	LGV (Transit)	None
17	15:12	15:18	0:06:00	LGV (Box Van)	3
18	16:27	16:47	0:20:00	LGV (Box Van)	7
19	17:30	17:37	0:07:00	LGV (Transit)	8
20	17:42	18:07	0:25:00	LGV (Transit)	Not Seen

- 1.22 The proposed development is expected to generate up to 14 delivery vehicles per day, between the hours of 08:00 and 20:00. For this time period, the servicing location to be used by the development is unoccupied for 58% of the time, occupied by one vehicle for 29% of the time, occupied by two vehicles for 13% of the time and three vehicles for 1% of the time. During the survey, the single yellow line was never occupied by four vehicles.
- 1.23 Given that the development's deliveries will be managed to ensure that only one vehicle attends the Site at a time, and that for the majority of the time the servicing location is unoccupied or occupied by one vehicle, it is considered that there is adequate capacity to cater for the proposed development.

## SUMMARY

- 1.24 In summary, the servicing survey has shown that a total of 75 delivery and servicing trips were recorded in St John Square over a sixteen hour period. Eight of these were associated with refurbishing works at The Modern Pantry, and so have been discounted from analysis within this Technical Note. However, analysis of Motcombs Restaurant has shown a total of 12 delivery and servicing trips, considered to be a similar number to normal operation of The Modern Pantry. As such, a total of 79 delivery and servicing trips take place daily in St John Square. The majority of delivery and servicing trips occur by light goods vehicles and load for relatively short periods of time.

## CONCLUSION

- 1.25 The servicing survey carried out at St John's Square has demonstrates that the proposed development at 96-100 Clerkenwell Road will generate comparatively few delivery and servicing movements (a total of 14) when compared to the number currently taking place in St John's Square. Once operational, 15% of delivery and servicing trips in St John's Square would be associated with the Site. The servicing survey demonstrates that the square is not congested, and that occasions of congestion are very rare.
- 1.26 The survey has also demonstrated that the vast majority (72%) of existing servicing activity is undertaken at the eastern end of St John's Square; the proposed servicing location for 96-100 Clerkenwell Road at the western end of St John's Square currently experiences 27% of all servicing activity in the square. As such, anticipated delivery and servicing activity associated with proposed development will not negatively impact upon existing delivery and servicing activity.



Delivery and Servicing Plan Diagram

1:100 @ A1

1:200 @ A3



FOR PLANNING

96-100 Clerkenwell Road | London

Hotel Entry/Arrival

Public Frontage

A1/A3 Service Entry

Passage

Clerkenwell Road