

Harrison Varma Projects Ltd

**44-46 Hampstead Lane,
London Borough of Haringey**

Framework Delivery and Servicing Plan

July 2022

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Appendix A	-	Vehicle Swept Path Analysis – 7.5T Box Van
Appendix B	-	TRICS Output Data – Delivery Trips
Appendix C	-	Vehicle Swept Path Analysis – Private Refuse Vehicle

1 INTRODUCTION

- 1.1 This Framework Delivery and Servicing Plan ('DSP') has been prepared by Caneparo Associates on behalf of Harrison Varma Projects Ltd ('the Applicant') in support of a planning application at 44-46 Hampstead Lane (the 'Site'), within the London Borough of Haringey (LBH).
- 1.2 The proposal is for the redevelopment of the Site, following the demolition of the existing properties, to provide a 66-bed specialist care home with associated parking at basement and ground floor level. Further details on the proposals are included within the Transport Statement (TS) that has been submitted as part of this planning application.
- 1.3 The TS has separately assessed the impact of the proposed development on servicing and this document sets out the management measures and commitments that will be made by the Applicant in ensuring that the servicing regime is appropriately monitored and adjusted as necessary to ensure there is no materially adverse impact on the local highway network.

Objectives

- 1.4 The primary objectives of the DSP are to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully, and without conflict between vehicles and/or pedestrians and without adversely impacting on the local highway network.
- 1.5 The DSP includes measures to ensure servicing is undertaken efficiently and successfully, with vehicle activity recorded and monitored. The DSP is a live document that can be updated as necessary to ensure the servicing arrangements remain appropriate and adaptable to changes in circumstance. Over time, the DSP will enable future deliveries, where possible and necessary, to be reduced, re-moded, re-timed and re-routed. Deliveries by smaller vehicles will always be a priority, as will delivering outside of weekday peak hours.
- 1.6 The DSP will manage deliveries and servicing to the premises in order to:
- Ensure that, where possible, deliveries are planned so that there is no need for vehicles to wait on nearby streets at any time.
 - Ensure that, where possible, deliveries are undertaken by small to medium sized vehicles (e.g. bicycles, motorbikes, and vans) and electric or hybrid vehicles.

- Ensure that vehicles load/unload within the loading bay for the minimum time necessary, in order to ensure that the bay is available for incoming vehicles whenever possible.
- Reduce the number of deliveries where possible through consolidation, shared suppliers and using locally based suppliers.

Benefits

1.7 The DSP aims to bring about a continual improvement in the way deliveries and servicing is undertaken by reducing its effect on the environment and local highway. It will also bring about a number of benefits to occupiers of the proposed development, including the following:

- Opportunities to consolidate deliveries, saving time and money.
- Improve safety by reducing the number of deliveries and overseeing activity adjacent to the Site.
- Reduce harmful emissions through the use of greener and smaller vehicles.
- Improve the scheduling of deliveries to reduce non-attendances, unsuccessful deliveries or idling vehicles waiting to access the loading bay.
- Reduce the potential for having to wait/load/unload on-street and/or illegally.
- Reduce congestion and environmental impacts, conversely resulting in improved air quality.
- Improve amenity for users of the Site and the local area through reduced noise, emissions and intrusion from vehicles.

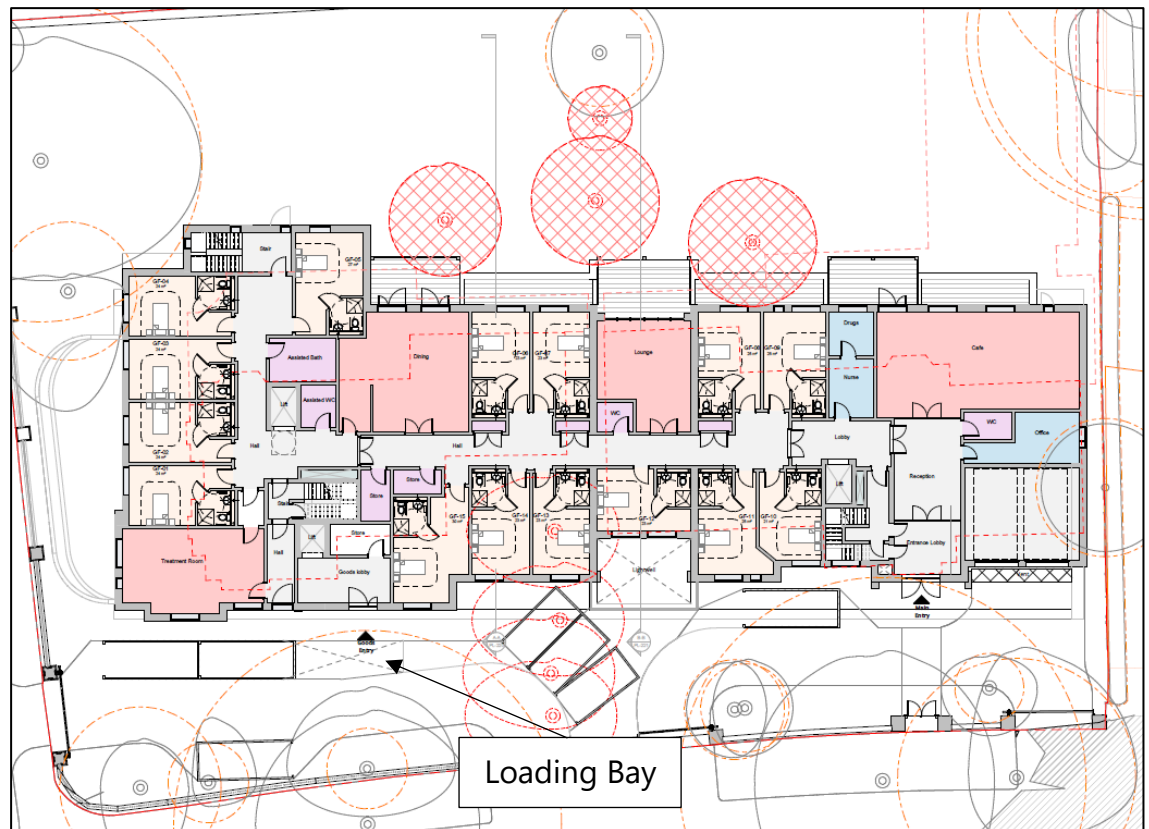
1.8 The remainder of the DSP is set out as follows:

- Section 2 - sets out the Site's servicing arrangements;
- Section 3 - sets out the waste collection strategy;
- Section 4 - identifies the initiatives of the DSP;
- Section 5 - details the monitoring and review of the DSP; and
- Section 6 - provides a conclusion.

2 SERVICING ARRANGEMENTS

- 2.1 Servicing activity will be undertaken via a proposed on-site loading bay, to the south of the building. This is located within the grounds of the Site and will have its own dedicated vehicle access to ensure delivery and servicing activity is separated from general vehicle traffic accessing the car lifts. An extract of the proposed loading bay arrangement is shown in **Figure 2.1**.

Figure 2.1 – Proposed Loading Bay Arrangement



- 2.2 The loading bay is capable of accommodating vehicles up to and including a 7.5T box van, which allows both access and egress manoeuvres in forward gear. Vehicle swept path analysis demonstrating this is included in **Appendix A**.
- 2.3 Although this DSP promotes that all servicing activity is undertaken from within the loading bay, it is relevant to note that there are no loading restrictions along Hampstead Lane and therefore providing additional loading opportunities.

Servicing Movements and Delivery Schedule

- 2.4 The operators of the care home are not yet known and suppliers have therefore not yet been appointed to undertake deliveries for the proposed development. As such, it is not possible to provide a definitive schedule of deliveries and refuse collection. However, to provide a basis for estimating the likely delivery schedule and as detailed within the Transport Statement, reference has been made to the TRICS database. A summary is provided in **Table 2.1** below with the TRICS output data included in **Appendix B**. As outlined within the Transport Statement, this was based on care homes that have elderly residents across England, due to the limited pool of sites within the TRICS database.

Table 2.1: Baseline Estimate of Daily Deliveries (OGVs & LGVs)			
Period	Arrive	Depart	2-way
AM Peak	0	0	1
PM Peak	1	1	1
Daily	9	8	17

Note: Figures subject to rounding

- 2.5 As can be seen from Table 2.1 it would be reasonable to expect approximately 8-9 deliveries per day for the Site, with only one delivery undertaken by an OGV, with all remaining deliveries undertaken by LGVs. Based on an average dwell time of circa 10 minutes, this would equate to the on-site loading bay being occupied for approximately 80-90 minutes throughout the entire day. If assumed a 12-hour period from 07:00-19:00, this equates to the bay being occupied 11-12.5% of the time and therefore ensures there is surplus capacity. Furthermore, there are additional loading opportunities along Hampstead Lane which can be utilised for smaller deliveries such as daily postal deliveries.
- 2.6 The delivery schedule will be updated as part of the final DSP once the occupier is known and suppliers appointed.
- 2.7 Deliveries to care homes are expected to be associated with medical supplies and specialist equipment, as such, these can be scheduled to arrive at specific times throughout the day to improve the efficiency of the loading area.

Types of Vehicle

- 2.8 It is anticipated that the vast majority of deliveries will be undertaken by small to medium sized vehicles. Suppliers will be encouraged to use vehicles of this size wherever possible.
- 2.9 The chosen suppliers will be encouraged to use small to medium sized vehicles e.g. 3.5t transit/sprinter type vans and 4.6t light panel vans, with the occasional delivery by a larger 7.5/8m box van. **Photos 2.1 – 2.3** illustrate the type of vehicles that are likely to serve the Site.

Photo 2.1 – Typical LWB 3.5t Sprinter Van Servicing a Central London Hotel



Photo 2.2 – Typical 4.6t Light Panel Van



Photo 2.3 – Typical 7.5t Box Van

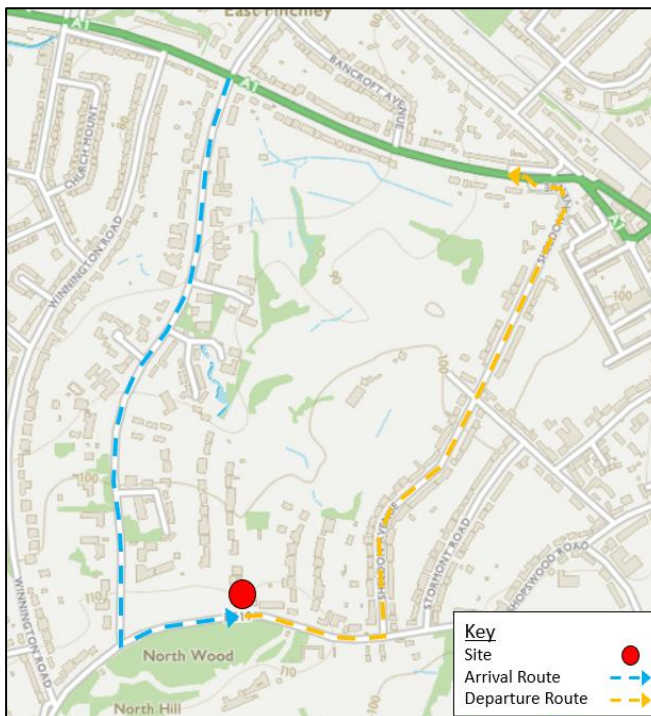


Vehicle Routeing

2.10 Suppliers will be made aware of the recommended route to take to/from the strategic highway network. This route is provided in **Figure 2.2** below and summarised as follows:

- Access: A1 – The Bishops Avenue – Hampstead Lane – Site.
- Egress: Site – Hampstead Lane – Sheldon Avenue – A1.

Figure 2.2 – Recommended Vehicle Route Plan



[Source: www.osmaps.ordnancesurvey.co.uk]

3 WASTE COLLECTION STRATEGY

- 3.1 The refuse store will provide space for general waste as well as clearly labelled areas for the storage of different recyclable materials. A separate storage area will also be provided for clinical waste as this is collected by a different vehicle. There are no waste storage requirements for health care and therefore a separate Eurobin will be provided for general, recycling and clinical waste, as well as a standard bin provided for food waste. Collections are expected to be weekly and undertaken by a private collection company.
- 3.2 Waste will be stored in a storage area located adjacent to the vehicle access at basement level. This ensures that waste collection vehicles can arrive within 10m of where the waste is located to reduce dragging distances. The strategy ensures that waste is stored off of the public highway at all times. Vehicle swept path analysis has been included in **Appendix C** which demonstrates a private refuse vehicle can access/egress the loading bay.
- 3.3 Refuse collection will occur weekly with refuse vehicle operatives phoning 20 minutes in advance of arriving so that site management can assist with the moving of bins.
- 3.4 Refuse will be stored in ventilated areas with drainage, which is constructed of a robust material that can be easily maintained, cleaned and washed down.
- 3.5 The Applicant is willing to commit to the following:
1. *Waste storage chamber/s will be built to BS5906 specifications.*
 2. *All occupants of the development will have access to and be required to use the waste storage facilities.*

Waste Storage and Collection Initiatives

- 3.6 The following initiatives and measures will be in place for waste and recycling.
- Separate waste storage facilities will be provided within the Site for general waste, recycling and clinical waste, with each bin clearly labelled. The Goods In Manager or Site Manager (if applicable) will be responsible for ensuring that waste is stored appropriately and, subsequently, made available in good time prior to collection.

- Staff will be made aware of the waste and recycling regime for the Site, including where refuse is stored, how it is segregated between general, clinical and recyclable waste, and when the collections occur (expected daily).
- Refuse bins will not be left outside of the refuse store and will be kept in the appropriate storage locations at all times, the exception being when refuse is transferred for collection.
- Suppliers will be encouraged to take away their packaging to minimise the accumulation of waste.
- The refuse store will be kept clear from obstruction and in good order as far as is reasonably practicable. The storage area will be inspected on a regular basis and cleaned when necessary.
- The Goods In Manager or Site Manager will be responsible for ensuring that waste is stored appropriately, compacted and available in good time prior to collection.

4 INITIATIVES OF THE PLAN

Servicing and Deliveries

- 4.1 A 'Goods In Manager' or Site Manager will be appointed to oversee servicing and delivery activity.
- 4.2 The Goods In Manager / Site Manager will be aware (where possible) of when servicing and delivery activity is planned/expected.
- 4.3 In order to meet the objectives of the DSP, the following initiatives will be adopted:
- The Goods In Manager / Site Manager will issue written/email instructions to all suppliers who book deliveries setting out the delivery procedures to be adopted by them.
 - Suppliers will be encouraged to pre-book a 30 minute delivery slot including details of the type of vehicle that will be used to undertake the delivery and the scale/nature of goods to be supplied (although the majority of deliveries would only take 5-10 minutes to undertake, the 30 minute slots would allow for the vagaries of London traffic etc.).
 - Deliveries of non-perishable items will be programmed to take place in the afternoon, if necessary, in order to ensure there is sufficient capacity to undertake deliveries of perishable items in the morning.
 - Deliveries will be programmed so as to avoid waste/recycling collections.
 - Delivery drivers will be encouraged to advise the Goods In Manager / Site Manager of their impending arrival by telephoning them approximately 20 minutes before their arrival.
 - Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/unloaded (i.e. when their vehicle is stationary).
 - The Goods In Manager / Site Manager will be responsible for maintaining a log book, including a record of any accidents or near misses and, if necessary / appropriate, and will act accordingly so as to avoid the potential for future problems.
 - The Goods In Manager / Site Manager will be responsible for the smooth and efficient operation of the "Plan".

5 MONITORING AND REVIEW OF THE PLAN

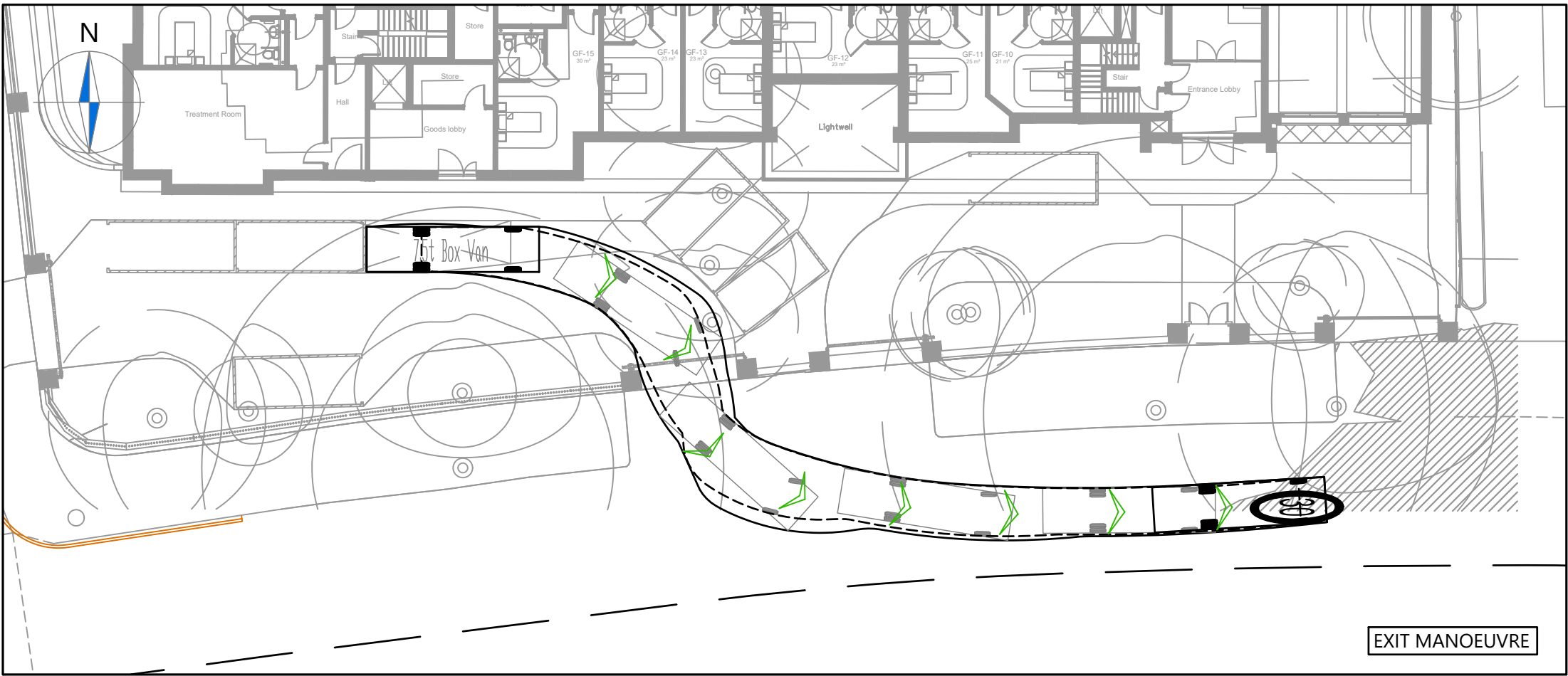
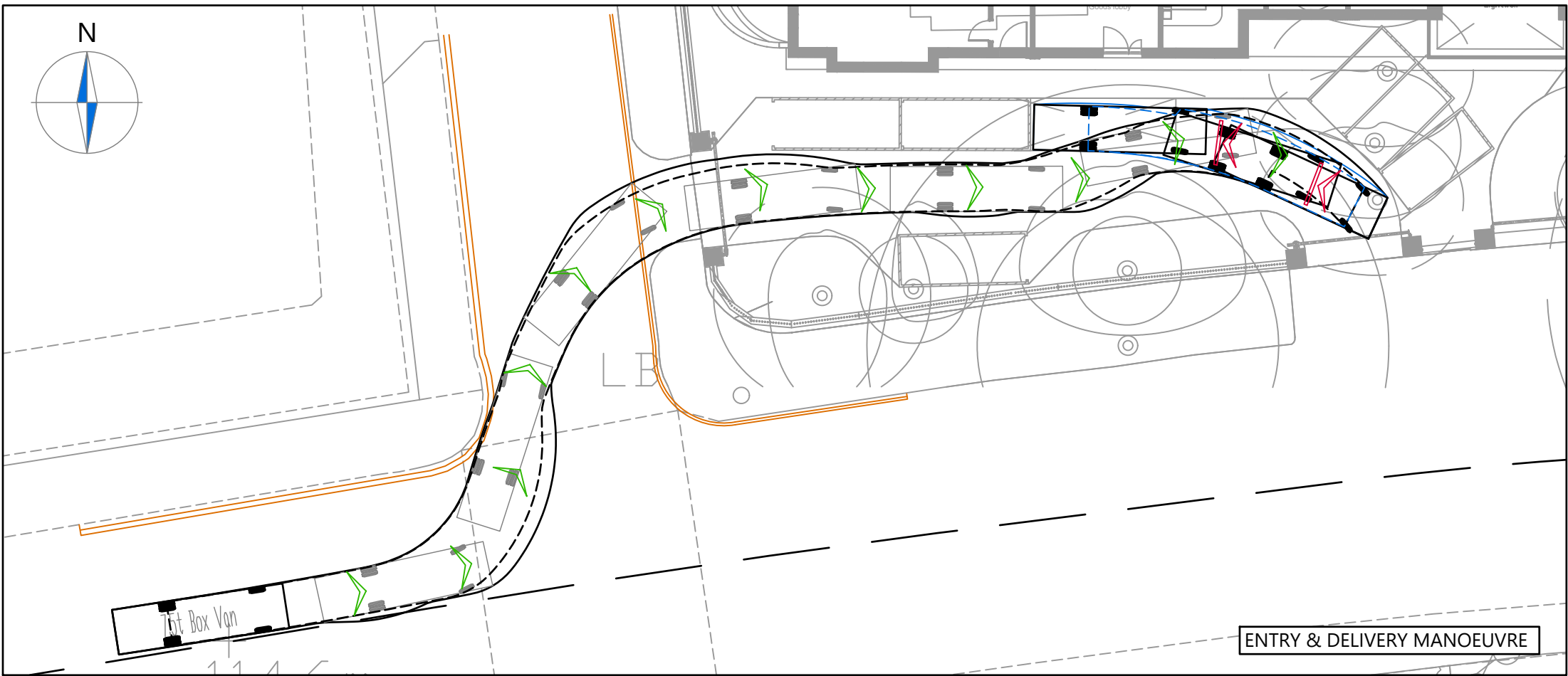
- 5.1 The Goods In Manager / Site Manager will maintain a record of servicing, which will include the following information:
- Day
 - Date
 - Delivery slot(s) booked
 - Type of vehicle
 - Goods carried
 - Time of arrival
 - Time of departure
 - Any other comments
- 5.2 The Goods In Manager / Site Manager will constantly monitor/review the success of the DSP and, if considered necessary/appropriate, will propose changes to the DSP to be approved by the Council.
- 5.3 The DSP will be the subject of an annual review with the Council, unless confirmed (in writing) that a formal review is not necessary.
- 5.4 The Goods In Manager / Site Manager will review any comments received from staff of the Site and/or third parties regarding servicing activity and notify the Council if necessary/appropriate during the next annual review of the DSP.
- 5.5 Should it be recognised that the delivery and servicing of the Site is experiencing issues (e.g. managing the number or time of deliveries each day), further measures will be adopted as appropriate. This may include measures such as:
- Re-moding deliveries – deliveries are undertaken by smaller vehicles where appropriate such as by bicycle and motorcycle (e.g. for newspapers or other small items).
 - Re-timing deliveries – deliveries being undertaken before 6:30am and after 10pm to ease the number of deliveries during the peak daytime hours (subject to amenity and Council approval).

- Re-routing deliveries – delivery vehicles which could serve the Site and also nearby properties, reducing the number of vehicles on the local highway network during the day.

6 CONCLUSION

- 6.1 Overall, the DSP will ensure the successful operation of servicing activity on a day to day basis.
- 6.2 The DSP will ensure that the likelihood of conflicts with other vehicles and pedestrians will be minimised and that the servicing of the Site will not affect the free flow or environmental condition of the public highway.
- 6.3 The loading bay is only expected to be occupied approximately 11-12.5% of the time and therefore provides sufficient capacity to accommodate deliveries, with additional opportunities provided on Hampstead Lane.
- 6.4 A final version of the DSP will be secured by condition, to include details of the management company and their commitments to monitoring and regulating servicing for the Site.

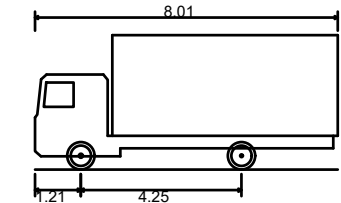
Appendix A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Harrison Varma Joinery Ltd

Project:

44-46 Hampstead Lane

Drawing Title:

Swept Path Analysis using an
8m 7.5t Box Van

Scale:

1:250

Size:

A3

Drawn by:

HE

Checked by:

JT

Date:

09.06.2021



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4524

Drawing No:

TR001

Sheet :

11 of 11

Rev:

E

Appendix B

Calculation Reference: AUDIT-358901-210212-0222

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 17 to 89 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
2 Poor	1 days
4 Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-05-F-01	NURSING HOME	ESSEX
	WINSTON AVENUE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	17	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
2	HF-05-F-02	NURSING HOME	HERTFORDSHIRE
	BEACONSFIELD ROAD		
	ST ALBANS		
	Edge of Town Centre		
	No Sub Category		
	Total Number of residents:	25	
	Survey date: TUESDAY	01/10/13	Survey Type: MANUAL
3	IS-05-F-01	NURSING HOME	ISLINGTON
	HIGHBURY NEW PARK		
	HIGHBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	51	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
4	KI-05-F-01	NURSING HOME	KINGSTON
	COOMBE LANE WEST		
	KINGSTON UPON THAMES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	89	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
5	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
6	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT		
	RICHMOND		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	37	
	Survey date: MONDAY	04/03/19	Survey Type: MANUAL
7	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WK-05-F-01	No LGV movements

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	43	0.003	7	43	0.003	7	43	0.006
08:00 - 09:00	7	43	0.000	7	43	0.000	7	43	0.000
09:00 - 10:00	7	43	0.000	7	43	0.000	7	43	0.000
10:00 - 11:00	7	43	0.003	7	43	0.003	7	43	0.006
11:00 - 12:00	7	43	0.003	7	43	0.003	7	43	0.006
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.000	7	43	0.000
14:00 - 15:00	7	43	0.000	7	43	0.000	7	43	0.000
15:00 - 16:00	7	43	0.003	7	43	0.003	7	43	0.006
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.003	7	43	0.003	7	43	0.006
19:00 - 20:00	7	43	0.000	7	43	0.000	7	43	0.000
20:00 - 21:00	7	43	0.000	7	43	0.000	7	43	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

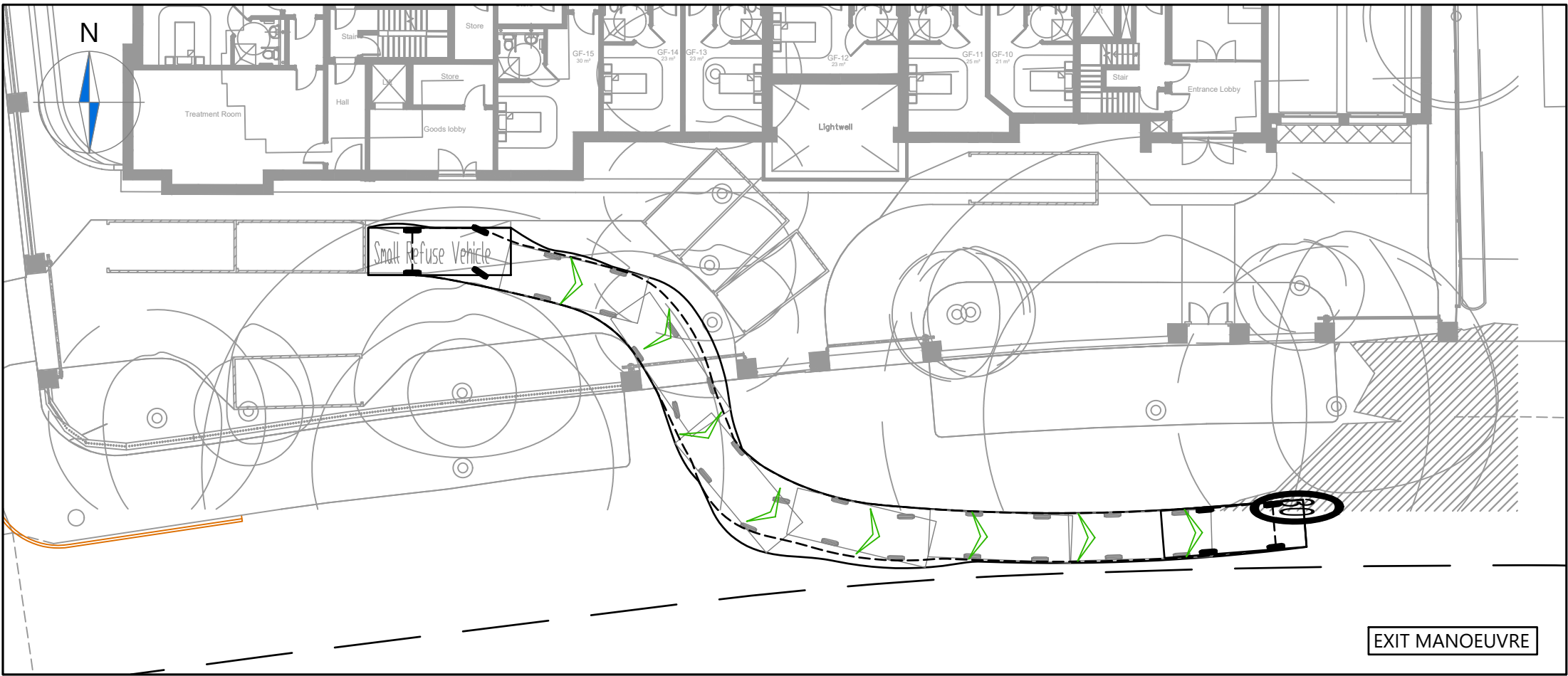
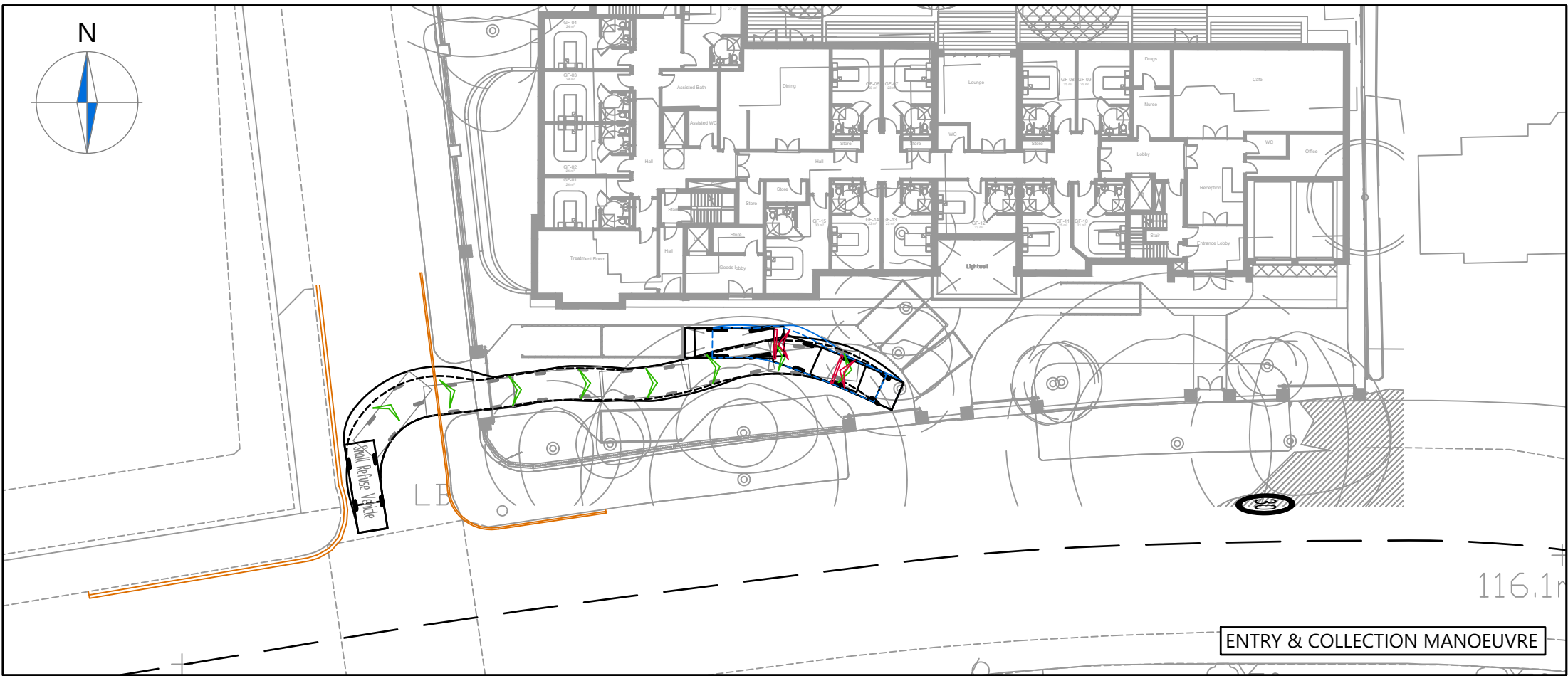
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	43	0.003	7	43	0.003	7	43	0.006
08:00 - 09:00	7	43	0.007	7	43	0.007	7	43	0.014
09:00 - 10:00	7	43	0.020	7	43	0.010	7	43	0.030
10:00 - 11:00	7	43	0.017	7	43	0.017	7	43	0.034
11:00 - 12:00	7	43	0.010	7	43	0.003	7	43	0.013
12:00 - 13:00	7	43	0.000	7	43	0.003	7	43	0.003
13:00 - 14:00	7	43	0.013	7	43	0.007	7	43	0.020
14:00 - 15:00	7	43	0.007	7	43	0.010	7	43	0.017
15:00 - 16:00	7	43	0.017	7	43	0.013	7	43	0.030
16:00 - 17:00	7	43	0.007	7	43	0.017	7	43	0.024
17:00 - 18:00	7	43	0.010	7	43	0.010	7	43	0.020
18:00 - 19:00	7	43	0.003	7	43	0.007	7	43	0.010
19:00 - 20:00	7	43	0.003	7	43	0.003	7	43	0.006
20:00 - 21:00	7	43	0.000	7	43	0.003	7	43	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.113			0.230

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

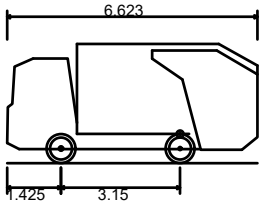
Appendix C



NOTES

- 1. Do not scale from this drawing.
- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only.

SMALL REFUSE VEHICLE



Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.750m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
C	Revised scheme plan & swept paths.	HE	JT	30.06.2021
B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction		
	☒ For Information	☐ For Tender	☐ As Built		

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

Drawing Title: Swept Path Analysis using a 6.6m Small Refuse Vehicle

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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Scheme Ref: CA4524	Drawing No: TR001	Sheet: 8 of 11	Rev: E
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