



707-725 LORDSHIP LANE

London

DELIVERY & SERVICING PLAN

Project No	23-300-20
Revision No	00
Issue date	16/02/24

Control Sheet

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Prepared by	Signature	Date
Amaia Fagalde Dipl.-Ing.(De) Dipl. Ing.(Fr) Transport Consultant		16/02/2024

Reviewed by	Signature	Date
Richard Woods BSc MSc Principal Transport Consultant		16/02/2024

Approved for issue by	Signature	Date
Richard Woods BSc MSc Principal Transport Consultant		16/02/2024

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Delivery & Servicing Plan has been prepared by Calibro Consultants Ltd on behalf of Atri7 2 Limited & Fusion Global Management LLP (herein referred to as 'the Applicant'). The Delivery & Servicing Plan (herein referred to as 'the DSP') is submitted to ensure that Delivery and Servicing for the development are in accordance with the requirements of the London Borough of Haringey.
- 1.1.2 A detailed description of the development is provided at Section 2 of this report which provides an assessment of the development. However, in summary, the development comprises residential & student accommodation scheme comprising 623 student beds, 77 affordable residential dwellings, a 796 sqm flexible ground floor commercial (Class E) and associated public realm.

1.2 Summary of Relevant Information

- 1.2.1 By way of summary, this Strategy has been prepared subject to the following principal parameters: -

<i>Development Name:</i>	<i>707-725 Lordship Lane</i>
<i>Development Address:</i>	<i>707-725 Lordship Lane, Wood Green, N22 5JY</i>
<i>Author of the DSP:</i>	<i>Calibro Consultants Limited</i>
<i>Future Delivery and Servicing Strategy Manager:</i>	<i>Atri7 2 Limited & Fusion Global Management LLP</i>
<i>Delivery Mechanism:</i>	<i>Condition within the lease to the operator requiring appointment of DSP Manager and compliance with the DSP</i>
<i>Funding Mechanism:</i>	<i>Financial Budgets to be set aside by operator</i>
<i>Formal Commitment Period:</i>	<i>Ongoing</i>

1.3 Outline Timescales for Occupation

- 1.3.1 At the time of writing, construction works have not yet started, and no completion timescale is known. However, detailed planning is currently being sought, and it is envisaged that this DSP, once approved, will be available prior to occupation to inform any future lease negotiations.

1.4 Statement of Case

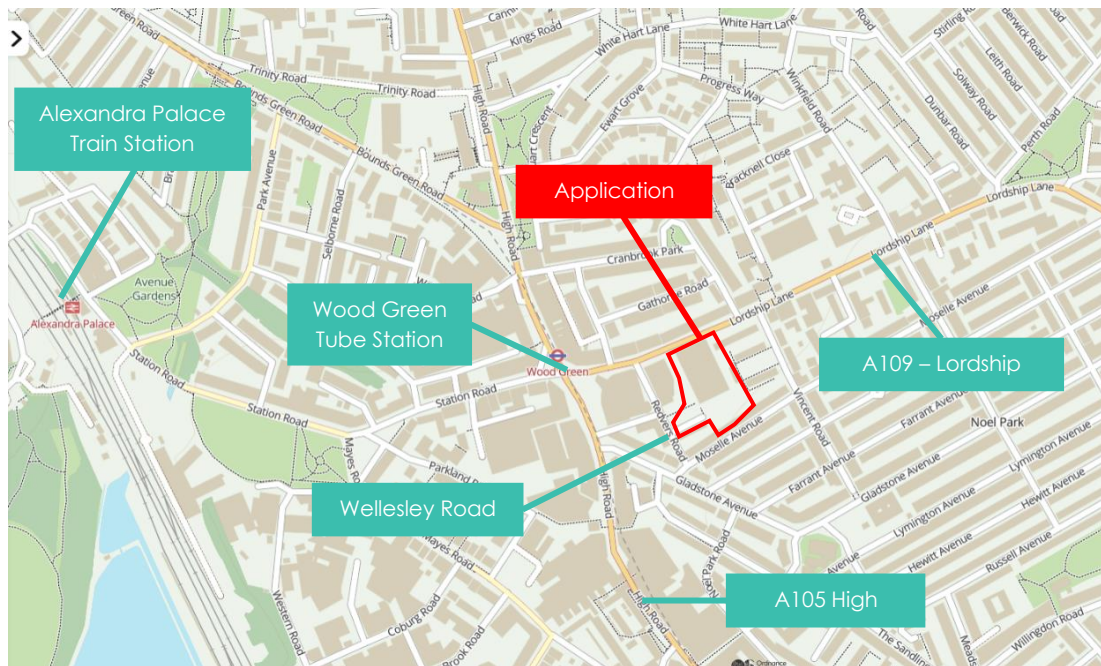
- 1.4.1 The Applicant acknowledges that the DSP can play an important part in helping to ensure that the local highway network operates safely and efficiently following the completion of the redevelopment.

2 SITE CONTEXT

2.1 Description of Development

- 2.1.1 The proposed development comprises four buildings that will provide 623 student bed spaces, 77 residential dwellings, a 796 sqm flexible ground floor commercial (Class E), community space and associated access, servicing, car parking, cycle parking and landscaping.
- 2.1.2 The plan below shows the site in its local context:

Figure 2-1 Local Site Context



2.2 Site Assessment

- 2.2.1 To reflect the site's highly sustainable location, the proposed development will operate as a car-free development, with the provision for a limited number of on-site parking spaces for disabled users. Access for servicing and emergency vehicles will occur via the existing accesses to the site in a one-way direction, this being entry only from the Lordship Lane (A109) and exit only onto Wellesley Road.
- 2.2.2 Temporary arrangements are proposed to manage the arrival and departure of disabled and non-disabled students safely and efficiently at the start and end of academic years. The proposed arrangements are discussed within Section 4 of this report.

- 2.2.3 The building fronting Lordship Lane comprises the 796 sqm of retail space and 623 bed student accommodation with the 77 affordable residential units located to the south of the site. The masterplan layout of the site is shown below and to a larger scale at [Appendix A](#).

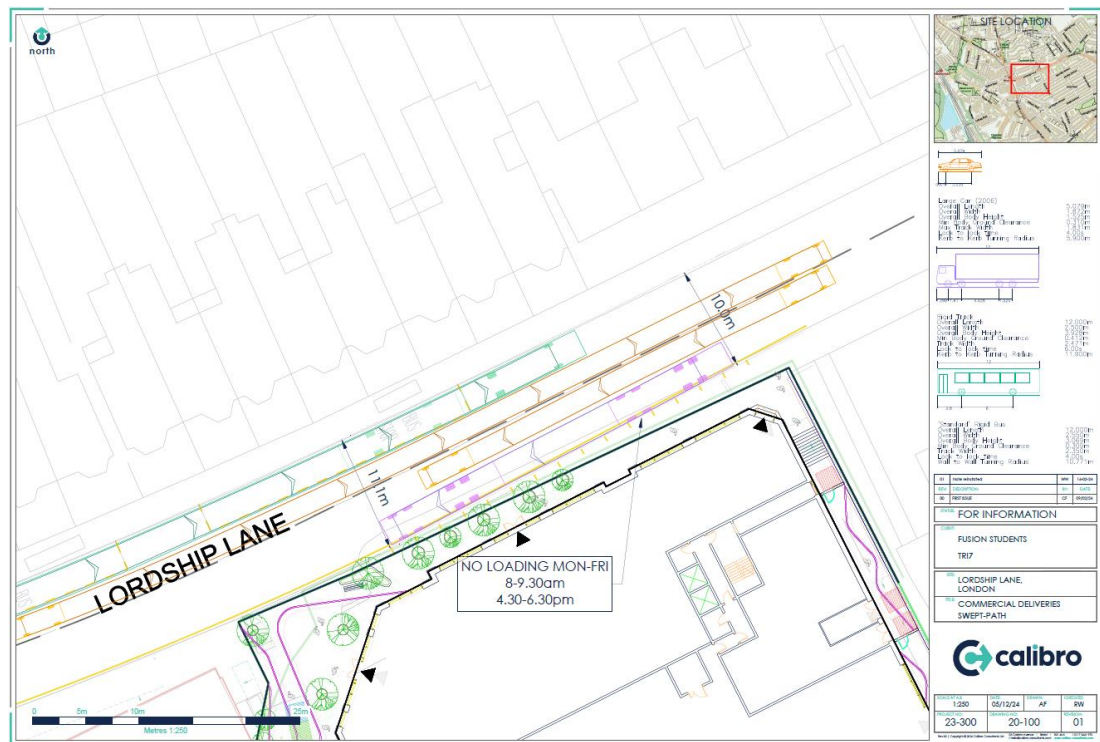
Figure 2-2 Proposed Site Layout



Loading Facilities

- 2.2.4 Deliveries to the ground floor commercial unit will take place via the kerbside on Lordship Lane. The site has a frontage of approximately 40-metres onto Lordship Lane and can thus accommodate deliveries on this section of road frontage. Local markings and signage indicates that no loading is allowed between 8-9.30 and 16.30-18.30 Monday to Friday.
- 2.2.5 The width of Lordship Lane, between 10-metres and 11-metres, which is also sufficient to allow for delivery vehicles to load and unload by the kerbside on the carriageway without disruption to existing vehicles, cars and buses, using the carriageway. Lordship Lane also has a 4-metre-wide footway fronting the site, which will ensure that pedestrians are not endangered during the delivery process. This is shown in the figure below, and to scale at [Appendix B](#).

Figure 2-3 Servicing – Lordship Lane



- 2.2.6 Refuse vehicles to the site will utilise the Lordship Lane access to enter the site, undertake their loading requirements, turn within the turning head provided at the south-east of the site and then exit the site via the access road onto Wellesley Road. All internal carriageways have been designed using suitable geometry to accommodate refuse vehicles.
- 2.2.7 The figure below, which is also included at [Appendix BC](#) illustrates the route for refuse vehicles within the site and also shows the location of the on-site delivery bay for the student accommodation.

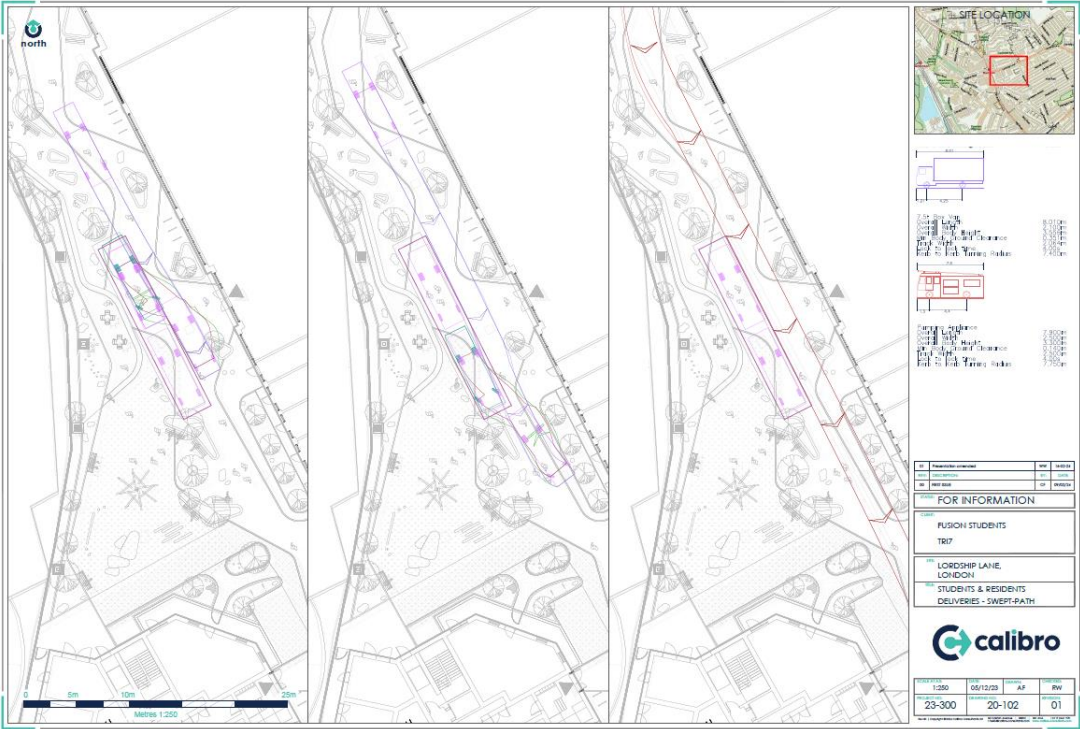
Figure 2-4 Refuse Vehicle Swept-path Analysis



2.2.8 General deliveries to the student accommodation are likely to be food deliveries and small packages and therefore be undertaken by cars, LGV's and motorcycles. These deliveries will be accommodated within the onsite 18-metre-long loading bay adjacent to the student accommodation. Student drop-off and collection at the start and end of the academic year will also utilise this onsite loading bay. This strategy is covered in greater detail within section 3 below.

2.2.9 The swept-path analysis of an LGV is included below and to scale at [Appendix BD](#).

Figure 2-5 Internal Loading Bay & Residential Delivery Area



3 STUDENT DROP-OFF STRATEGY

3.1 Introduction

- 3.1.1 The strategy comprises the provision of 3 parking spaces within the development, by temporary use of the delivery layby, to allow for student drop-off / collection to be undertaken away from the public highway, minimising any potential disruption. The temporary use of this layby will be considered with the delivery strategy.
- 3.1.2 This section of the report outlines the various local parking constraints which prevent future residents of the site from owning or keeping a car nearby during their tenancy. It also sets out the proposed unloading/loading strategy for the start and end of the academic year.

3.2 Student Parking Restrictions

- 3.2.1 Given the sites highly sustainable location within the Wood Green area of London, close to a plethora of amenities and public transport services, there is an opportunity to provide a car-free development to reduce reliance on private-car travel and its associated effects on congestion and air quality, whilst also being entirely supportive of various active travel policies.
- 3.2.2 Crucially, the opportunities to access local amenities and travel by non-car travel modes is supported by parking constraint in the locality which removes the opportunity for residents parking on surrounding roads without a permit.
- 3.2.3 To prevent students bringing a car to the development the following measures will be implemented:
 - 1. When the building is registered with the Council and Royal Mail, the Applicant will request that no parking permits be granted using the postcodes registered for the building.
 - 2. A "no car" clause will be included in the licence agreement for every resident stipulating that they will not keep a car within two miles of the building. Violation of this clause will lead to a single warning and termination of the student's licence agreement if the warning is ignored. The only except to this rule would be for student requiring disabled parking provisions.

3.3 Student Drop-Off Strategy

- 3.3.1 It is common for students arriving and departing at the start/end of the academic year to be assisted by parents/relatives given the quantity of personal belongings and household items they may bring on occupation of the development. Consideration therefore needs to be given with regard to the drop off and collection strategy to ensure it is managed effectively.

- 3.3.2 For the purposes of the worst-case strategy set out below, it has been assumed that each resident will generate a car trip during their arrival and departure at the start/end of the academic year. In this way, the student drop-off and collection strategy plan is for the management of 623 car trips over a period of 3 weekends between 9:00-20:00. In reality, slots will be available at any time of day and over six weekends, making the following calculations robust.

Prior Notification

- 3.3.3 Prior to arrival, correspondence will be sent to all students that includes a map advising them on access routes to the accommodation, an allocated arrival time, unloading strategy, and parking arrangements. Each student will also be asked to confirm their mode of transportation to the development to move in. This will also take account of the distance travelled to ensure students with longer journeys do not have early arrival slots.

Step 1: Student Arrivals

- 3.3.4 There will be marshals in place along Lordship Lane who will help to manage the process, ensuring students do not travel to the development prematurely ahead of their booked slot and also manage any delays that occur.
- 3.3.5 Temporary directional signage will be provided at key locations, such as the High Road / Lordship Lane junction.

Step 2: Student Drop-Off / Collection

- 3.3.6 Time slots of 15-minutes will be allocated to students over the course of 6 weekends.
- 3.3.7 The developer is well versed in managing the arrival and pick-up strategy at the beginning and end of each academic year. In other successful developments, time slots of 10 minutes are allotted to students (Moore Street Sheffield), and therefore a 15-minute time slot should provide the council with comfort that this is a working strategy.
- 3.3.8 The table below shows accessible loading times calculations.

Table 3-1 Unloading Times Calculation

Number of Students	623
Hours of Operation (09:00-20:00)	11
Days of Operation (weekend days)	6
Proposed Max Time Slot (minutes)	15
Number of Unloading Spaces to be Provided	3
Number of Vehicles per Hour	12
Drop off slots per day	132
Max Capacity over 6 weekend days (3 weekends)	792
Spare Capacity	169

- 3.3.9 Students will be able to unload their belongings from their cars in the designated 15-minute slot. Porters with trolleys will be ready to transport students' belongings to their flat/rooms and minimise the amount of time that cars need to be parked.
- 3.3.10 The above table shows that there are adequate parking facilities on-site to accommodate the student drop-off that occurs once a year. The above figures have been determined using the worst-case scenario of all 623 students using a car to arrive to the development. This is very unlikely given the location of the development and its connection to public transportation amenities.

Step 3: Post Drop-Off

- 3.3.11 As referenced earlier in this report, the proposed approach described above will be agreed with the Highway Authority ahead of occupation to ensure the smooth transition of residents into the development can be achieved with minimal impact on the local highway authority.

4 OBJECTIVES AND MEASURES

4.1 Introduction

- 4.1.1 This Section sets out examples of objectives and measures that could be introduced by the manager as part of the DSP Action Plan. It will be updated once the DSP manager is in post and ahead of the site becoming operational. This is not an exhaustive list, and the DSP manager may identify other measures more suitable for them and their current practices.
- 4.1.2 The finalised agreed action plan will comprise a list of measures identified by the DSP manager and future occupiers that the site will adopt to best ensure the effectiveness of all delivery and servicing activity. Indeed, a condition will be included within the lease requiring the operator to enter an action plan which will be agreed between themselves and Haringey Council.
- 4.1.3 Each measure identified for implementation will be accompanied by a start and expected completion date and an explanation of how the selected measure will be enacted at the site.

4.2 Aims and Objectives

- 4.2.1 This DSP aims to ensure delivery and servicing activity is undertaken as effectively and efficiently as possible. The London Plan (2020), the Mayor's Transport Strategy (2018) and the Freight and Servicing Action Plan (FSAP, 2019) all promote Safe, Clean and Efficient freight and servicing. It is the objective of this DSP to take those aspirations and promote them at a site level.
- 4.2.2 The key objectives of this DSP are as follows:
 - a) Ensure servicing of the development by refuse collection vehicles and deliveries can take place safely and efficiently.
 - b) Ensure trips to and from the site by servicing and delivery vehicles are managed so that they do not conflict and that all vehicles can be accommodated within the available loading areas without having to wait for another vehicle to depart;
 - c) Promote use of low emission vehicles where possible and thus reduce CO₂ and air pollutant emissions;
 - d) Maintain good relations with neighbours; and
 - e) Reduce the number of delivery and servicing trips.
- 4.2.3 There are a range of benefits which can be realised by the implementation of an effective DSP which are as follows:

- a) Reduce delivery costs and improve security;
- b) Improve the reliability of deliveries resulting in less disruption to normal business practices;
- c) Achieve time-savings by identifying unnecessary deliveries;
- d) Reduce noise and intrusion;
- e) Provide the opportunity to feed into a Corporate Social Responsibility programme; and
- f) Improve the overall environment making it a better place for everyone.

4.2.4 Notwithstanding the above, there are also a number of challenges to successfully operating a DSP, and specifically the manager should:

- a) Designate a person within the location to take ownership of the DSP;
- b) Require commitment from the participating organisation(s) to carry out enforcement;
- c) Require commitment to implement the identified measures; and
- d) Require commitment to carry out monitoring based on the collected data and to enable regular review and updates as may be necessary.

4.3 Possible Measures

Procurement and Contract Management

- a) Inform suppliers of when, where and how deliveries should take place. Explicit instructions will be given that all loading and unloading activities should be undertaken within the specified delivery areas and not elsewhere in the vicinity;
- b) Introduce a requirement for suppliers to use low emission vehicles and be Fleet Operator Recognition Scheme (FORS) accredited where commercially and practically feasible;
- c) Including more delivery options within a supplier contract. Encourage the use of minimum order values to reduce the number of deliveries;
- d) Review the organisation's supplier database and goods ordering procedures. Identify opportunities to consolidate the number of supplies and frequency of deliveries;
- e) Identify opportunities to utilise local suppliers therefore reducing vehicle kilometres; and
- f) Develop and maintain a contracts' register and list of suppliers to identify different suppliers who are delivering similar products.

Reducing Delivery, Servicing and Collection Frequencies

- a) Introduce a policy limiting the frequency of orders and introduce a minimum value per order;
- b) Calculate the direct and indirect costs associated with orders and deliveries; and
- c) Provide requisitioning staff details about the DSP.

Delivery Booking System

- a) Introduce a delivery booking system to manage deliveries should the need arise. This would avoid multiple deliveries arriving at the same time and enable operator to stipulate when deliveries should and should not take place, for example, avoiding peak hours and school pick-up / drop-off times. These times would be agreed by the DSP manager and Haringey Council once the operators are known;
- b) Communicate a requirement to use a delivery and booking system to all suppliers if in use; and
- c) Prioritise regular suppliers and those who can demonstrate good practices such as FORS registered companies or operators using low emission vehicles.

Couriers and Parcel Deliveries / Collections and Personal Deliveries

- a) Raise awareness amongst staff and residents about the impacts and costs of different delivery and collection options;
- b) Monitor the issue to identify the scale of the issue; and
- c) Consider a no personal delivery policy.

5 DSP MANAGEMENT

- 5.1.1 The DSP will be managed by the occupiers of the commercial unit and/or managers of the student accommodation. Specifically, this will be someone who holds a senior management position with the authorisation to deliver the actions listed in the Action Plan.
- 5.1.2 For the avoidance of doubt, the future operator(s) will be required to appoint a DSP Manager(s) by a condition included within the lease.
- 5.1.3 The contact detail for the officer at London Borough of Haringey (who will review the action plan) will also be included so that the DSP Manager can make contact.

6 TARGETS

6.1 Deliveries and Servicing

- 6.1.1 The final DSP will identify reasonable demand based on similar land uses and in this context proposes the industry standard database TRICS. The DSP will follow best practice methodologies and will consider all applicable land-uses proposed.
- 6.1.2 However, for the purposes of this Report a café use has been assumed as the worst case scenario for the proposed commercial use. The anticipated delivery and servicing movements for the commercial use have been extracted from the 7.10.3 TRICS database, with the category 06 – HOTEL, FOOD AND DRINK > K – CAFÉ. The detailed outputs are included at [Appendix EE](#), and summarised in the table below.

Table 6-1 Delivery and Servicing Trips

Land use	Total Servicing Trips (Cars+LGVs)	LGVs Servicing Trips
07:00-08:00	0	0
08:00-09:00	0	0
09:00-10:00	2	2
10:00-11:00	0	0
11:00-12:00	0	0
12:00-13:00	1	0
13:00-14:00	0	0
14:00-15:00	0	0
15:00-16:00	0	0
16:00-17:00	0	0
17:00-18:00	0	0
18:00-19:00	0	0
Daily Total	3	2

- 6.1.3 Based on the above, it is forecasted that these units will be associated with a total of 3 servicing vehicles per day, with an hourly maximum of 2 LGV trips – outside of the traditional peak hours. If we consider an average of 15 minutes dwell time, we can see that these 2 trips can be accommodated by the 40m-long kerbside on Lordship Lane.
- 6.1.4 The hours of delivery are proposed to be 7am-8am and 9.30am-4.30pm Monday to Saturday and 8am to 4pm Sunday and public holidays. This accounts for the local loading time restrictions.
- 6.1.5 The DSP Manager will be asked to set targets, examples of which have been included below: -
- a) A reduction in total deliveries to the site;
 - b) A significant increase in materials recycling and a reduction in waste generated;
 - c) Ensuring no two deliveries occur at the same time. This includes the possibility of creating delivery schedule.

7 MONITORING AND UPDATING

7.1 Monitoring and Updating

- 7.1.1 Review of actual deliveries should be undertaken by the DSP Manager at regular intervals to monitor how servicing is being undertaken, suggest once every 6 months, or more frequently if deemed appropriate. Transport for London suggest a formal record of servicing is undertaken for a period of 2 to 4 weeks with details of dates, times and parking positioned being noted, as well as the type of vehicle used, fuel type (if known), any delays in the immediate vicinity of the site and type of goods supplied. An example of the TfL survey sheet is attached to the DSP as [Appendix F](#).
- 7.1.2 Ongoing informal review of the DSP will be undertaken by the occupiers and DSP Manager in respect of the delivery and success of the Action Plan.
- 7.1.3 The Action Plan can be updated at any time, actions that prove to be overly ambitious or inappropriate can be removed and new measures can be selected to action.

7.2 Handover to the Occupier

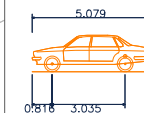
- 7.2.1 The implementation of the DSP and its various measures will be the responsibility of the occupiers. Details of this responsibility will be set out within the Tenancy or Lease agreement to ensure the occupiers are aware of their responsibility.

APPENDICES

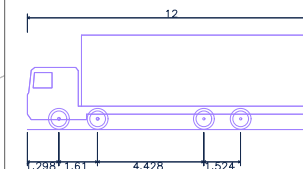
Appendix A

Proposed Site Layout

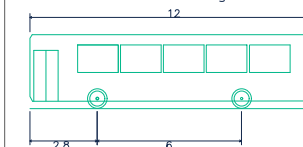
Appendix B
Lordship Lane Service and Delivery Vehicle
Swept-path Analysis



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m



'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m

01	Note reinstated	WW	16-02-24
REV:	DESCRIPTION:	BY:	DATE:
00	FIRST ISSUE	CF	09/02/24

STATUS: FOR INFORMATION

CLIENT:
FUSION STUDENTS
TRI7

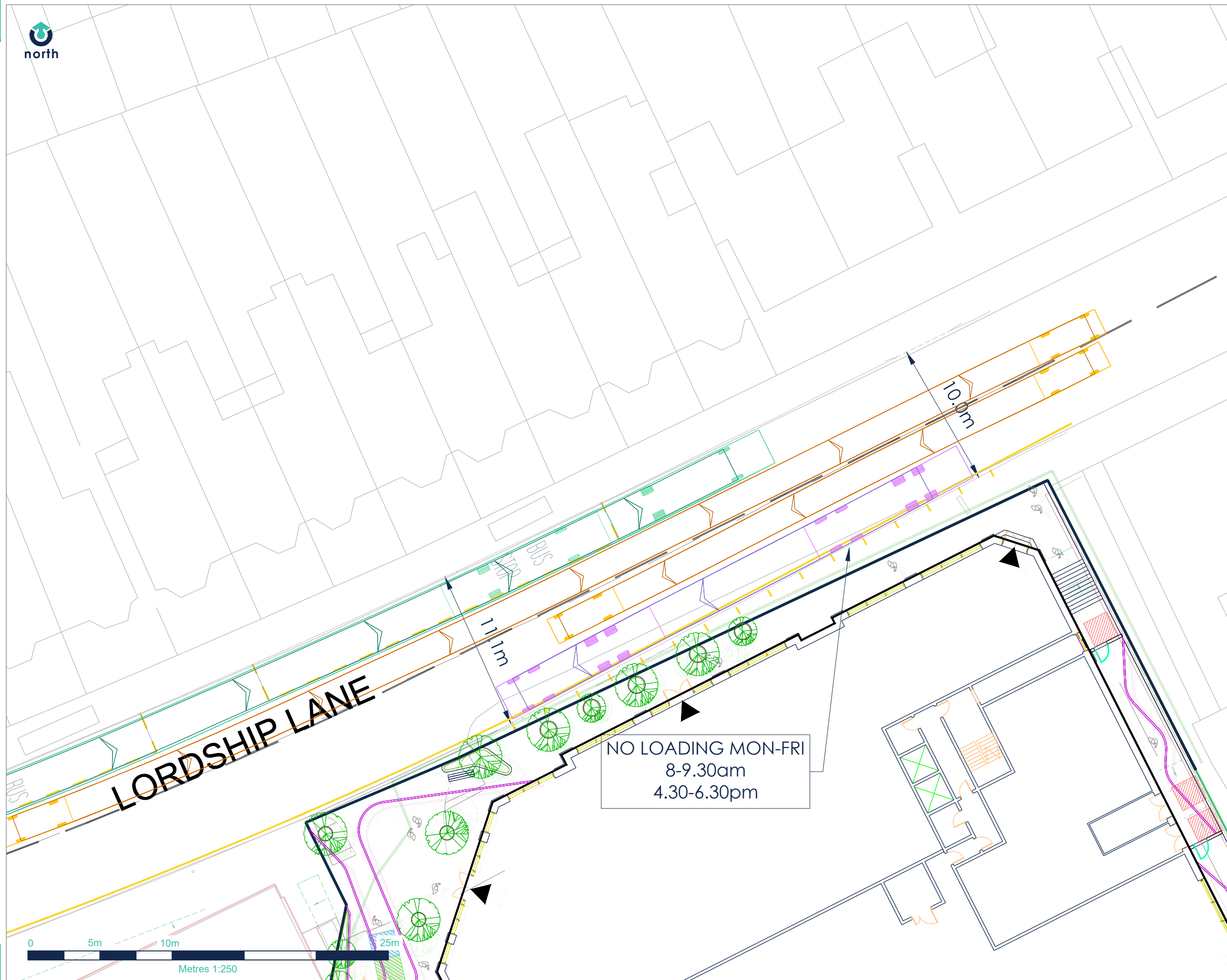
SITE:
LORDSHIP LANE,
LONDON

TITLE:
COMMERCIAL DELIVERIES
SWEEP-PATH



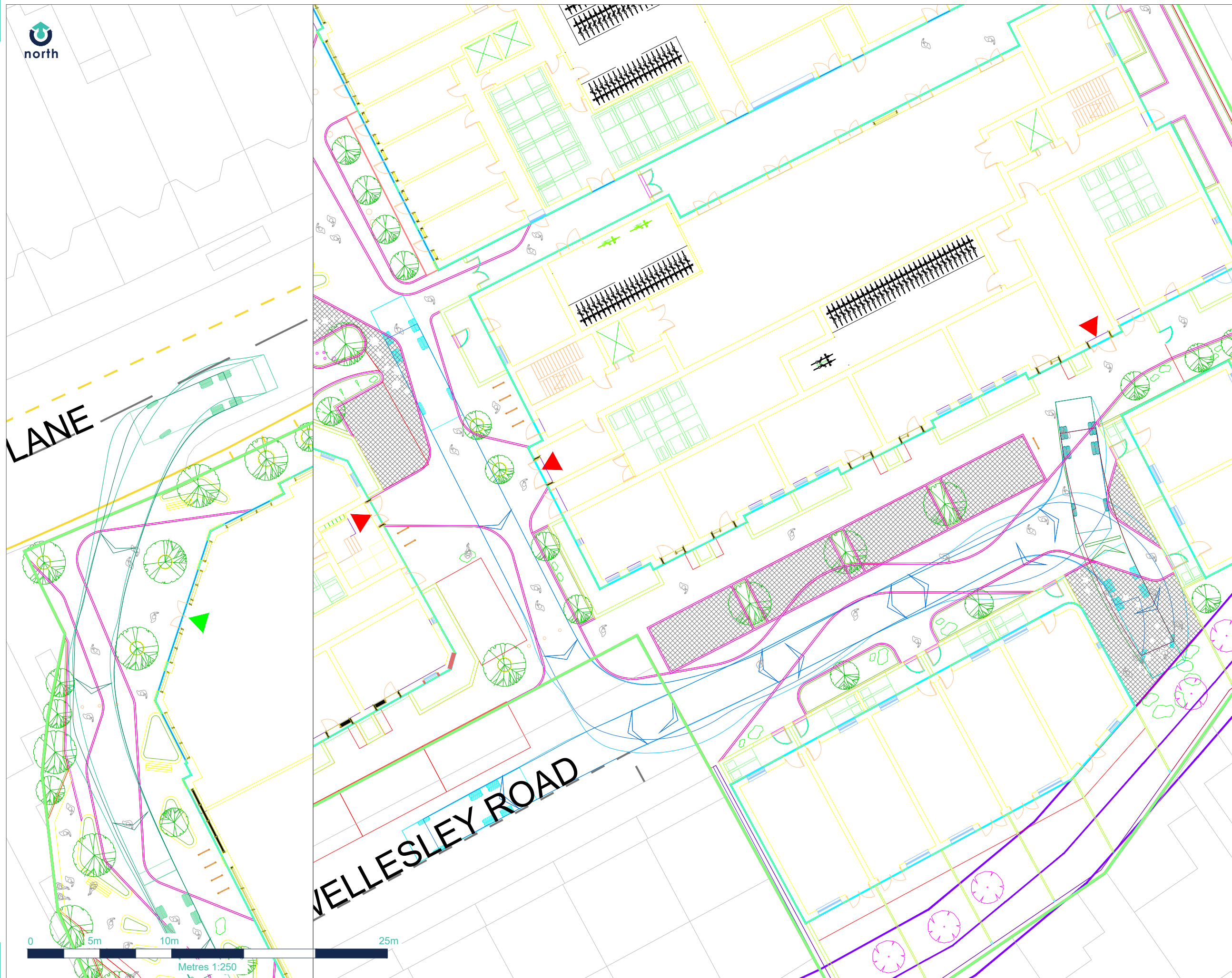
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Appendix C

Refuse Vehicle Swept-path Analysis



BIN STORE

Phoenix 2 High Capacity Twin Pack 20
(with Elite 2 6x4 chassis)
Overall Length 10.140m
Overall Width 2.500m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.100m

REV.	DESCRIPTION:	BY:	DATE:
00	FIRST ISSUE	CF	15/02/24

STATUS: **FOR INFORMATION**

CLIENT:
**FUSION STUDENTS
TRI7**

SITE:
**LORDSHIP LANE,
LONDON**

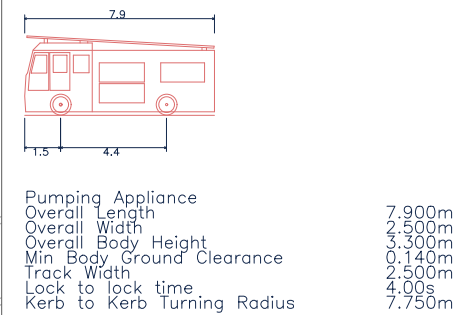
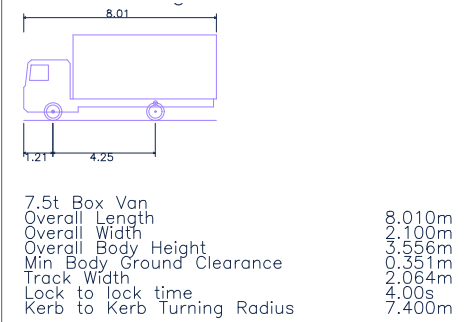
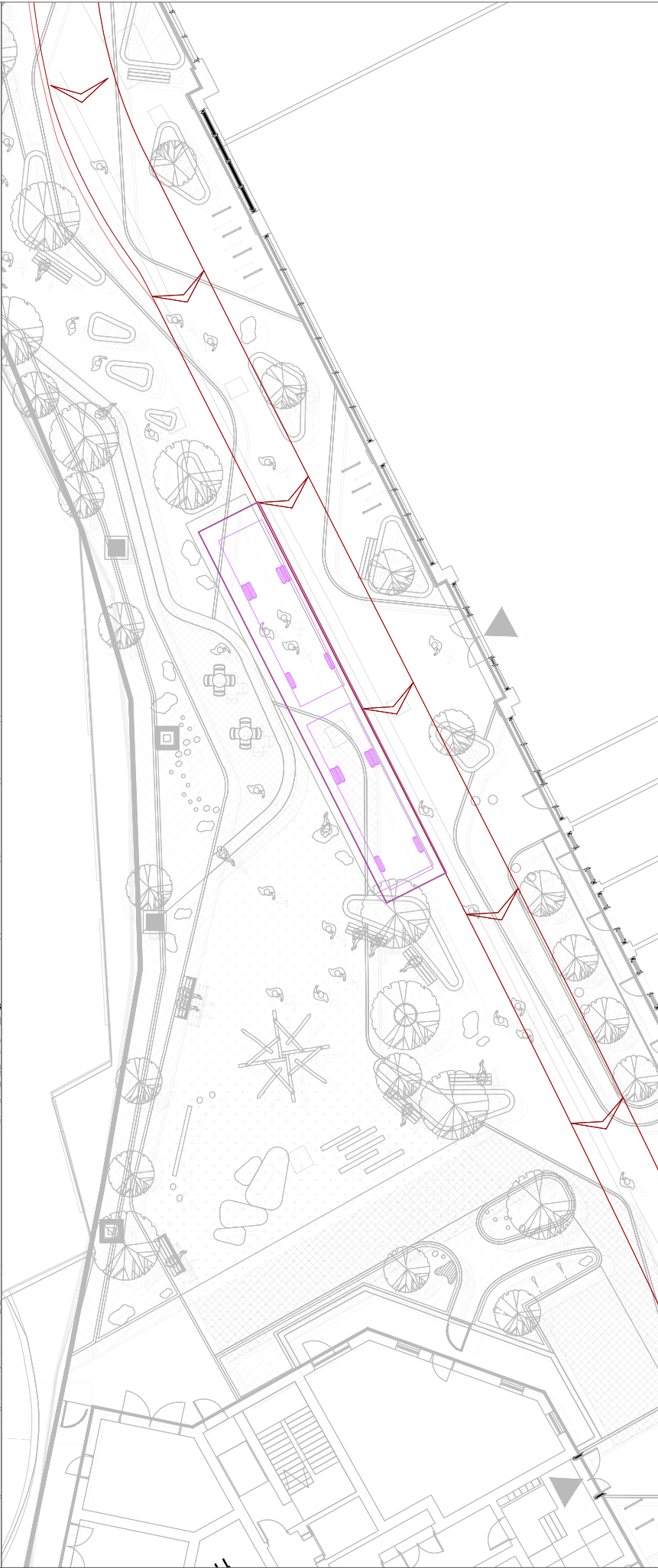
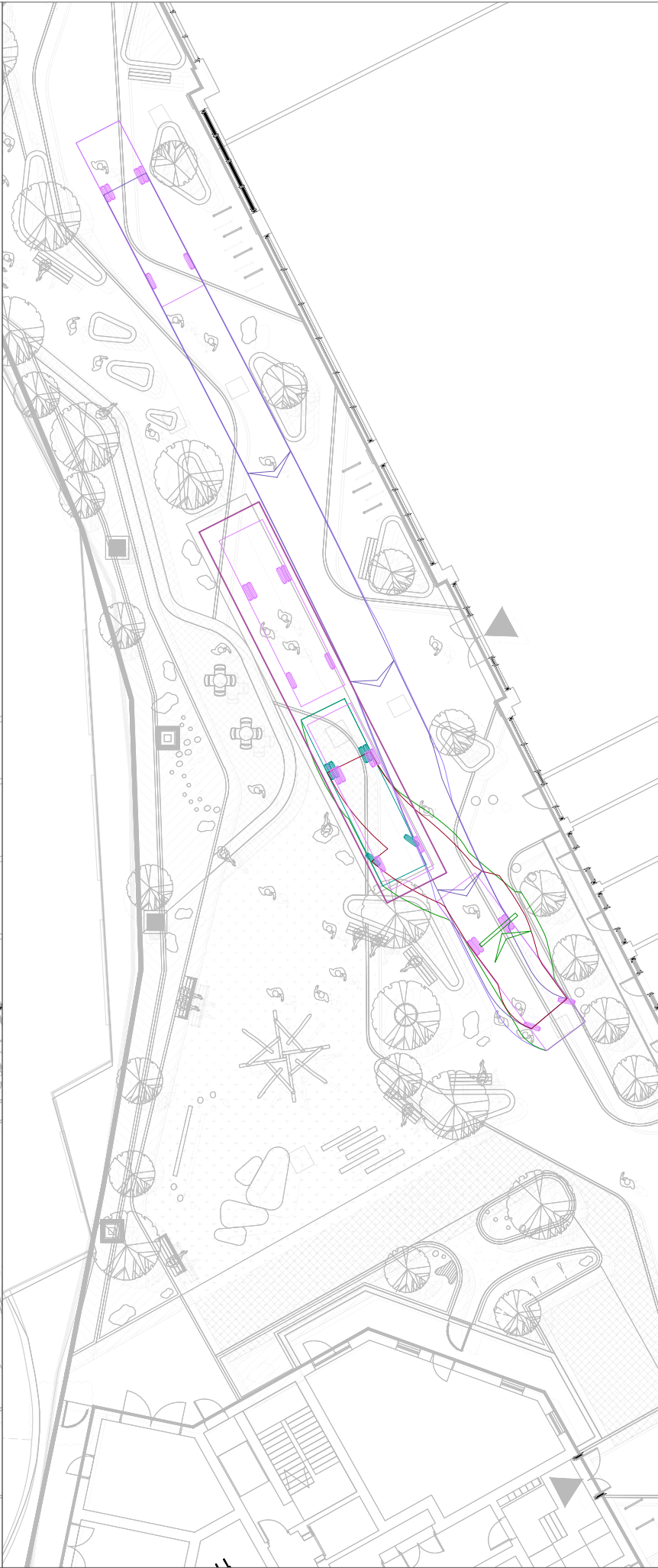
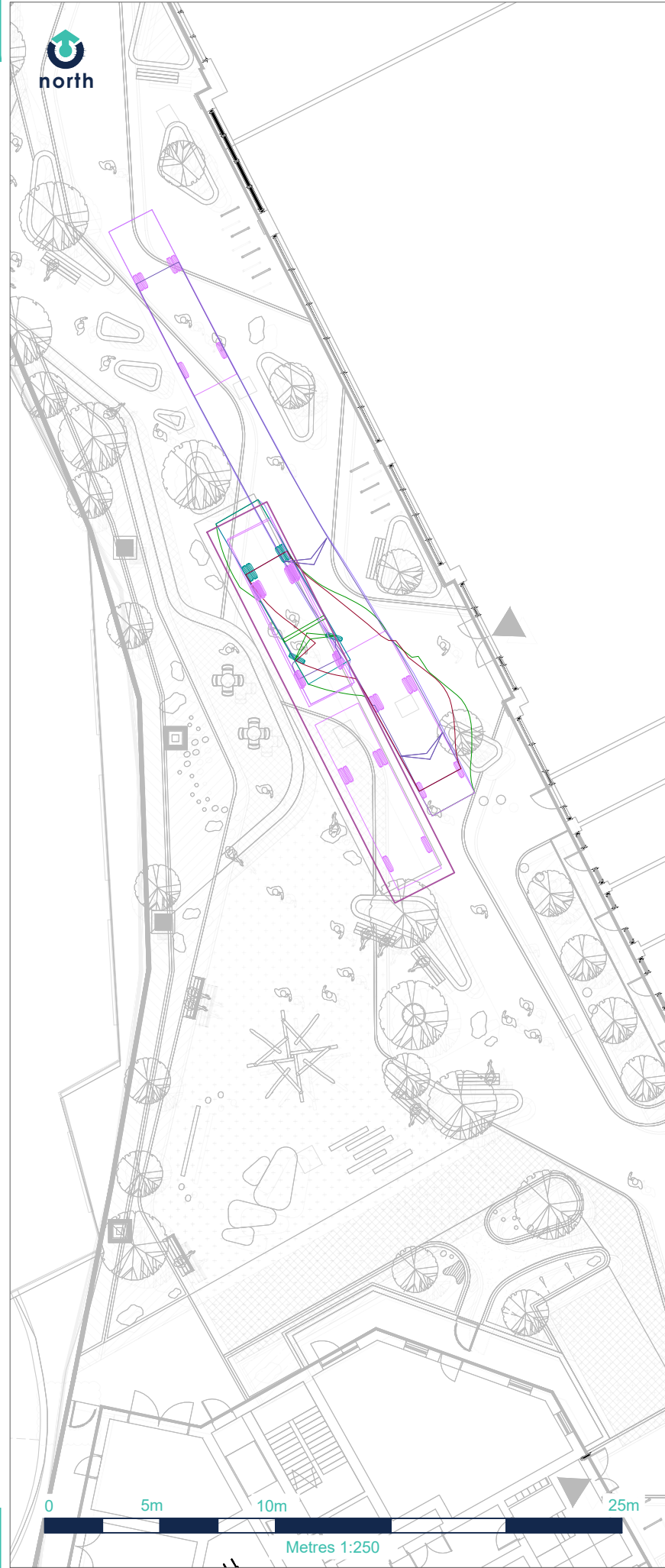
TITLE:
**REFUSE VEHICLE
SWEEP-PATH**



SCALE AT A3: 1:250	DATE: 15/12/24	DRAWN: CF	CHECKED: NR
PROJECT NO: 23-300	DRAWING NO: 20-101	REVISION: -	

Appendix D

Internal Loading Bay Vehicle Swept-path Analysis



01	Presentation amended	WW	16-02-24
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LONDON

TITLE:
STUDENTS & RESIDENTS
DELIVERIES - SWEEP-PATH



SCALE AT A3: 1:250	DATE: 05/12/23	DRAWN: AF	CHECKED: RW
PROJECT NO: 23-300	DRAWING NO: 20-102	REVISION: 01	

Appendix E

TRICS Outputs

Calculation Reference: AUDIT-861401-231130-1153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
01	GREATER LONDON	
	HG HARINGEY	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: Gross floor area
 Actual Range: 58 to 200 (units: sqm)
 Range Selected by User: 58 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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:

Tuesday 2 days
 Wednesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 4 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:

Town Centre 3
 Neighbourhood Centre (PPS6 Local Centre) 1

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:

Built-Up Zone 2
 High Street 2

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(b) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	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:

0.6 to 1.0	2 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	4 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	3 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01	CAFÉ		GREATER MANCHESTER
	DEANS GATE			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL	
2	HG-06-K-01	CAFÉ		HARINGEY
	MUSWELL HILL BROADWAY			
	MUSWELL HILL			
	Town Centre			
	High Street			
	Total Gross floor area:	58 sqm		
	Survey date: FRIDAY	10/06/22	Survey Type: MANUAL	
3	NF-06-K-01	CAFÉ		NORFOLK
	SAINT GILES STREET			
	NORWICH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	82 sqm		
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL	
4	WS-06-K-01	CAFÉ		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	87 sqm		
	Survey date: WEDNESDAY	11/05/22	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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	4	107	1.874	4	107	1.171	4	107	3.045
09:00 - 10:00	4	107	2.576	4	107	1.405	4	107	3.981
10:00 - 11:00	4	107	3.981	4	107	3.279	4	107	7.260
11:00 - 12:00	4	107	2.810	4	107	3.044	4	107	5.854
12:00 - 13:00	4	107	2.576	4	107	1.874	4	107	4.450
13:00 - 14:00	4	107	2.342	4	107	2.108	4	107	4.450
14:00 - 15:00	4	107	1.171	4	107	0.937	4	107	2.108
15:00 - 16:00	4	107	1.171	4	107	2.576	4	107	3.747
16:00 - 17:00	3	115	0.870	3	115	1.449	3	115	2.319
17:00 - 18:00	2	129	0.388	2	129	1.163	2	129	1.551
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.931			24.178			49.109

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.

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Parameter summary

Trip rate parameter range selected:	58 - 200 (units: sqm)
Survey date range:	01/01/15 - 20/09/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	107	0.234	4	107	0.000	4	107	0.234
09:00 - 10:00	4	107	0.234	4	107	0.000	4	107	0.234
10:00 - 11:00	4	107	0.000	4	107	0.234	4	107	0.234
11:00 - 12:00	4	107	0.000	4	107	0.234	4	107	0.234
12:00 - 13:00	4	107	0.234	4	107	0.000	4	107	0.234
13:00 - 14:00	4	107	0.000	4	107	0.234	4	107	0.234
14:00 - 15:00	4	107	0.000	4	107	0.000	4	107	0.000
15:00 - 16:00	4	107	0.000	4	107	0.000	4	107	0.000
16:00 - 17:00	3	115	0.000	3	115	0.000	3	115	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.702			0.702			1.404

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 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	8.621	1	58	6.897	1	58	15.518
08:00 - 09:00	4	107	3.747	4	107	2.342	4	107	6.089
09:00 - 10:00	4	107	3.747	4	107	2.576	4	107	6.323
10:00 - 11:00	4	107	6.089	4	107	5.152	4	107	11.241
11:00 - 12:00	4	107	4.684	4	107	5.621	4	107	10.305
12:00 - 13:00	4	107	5.855	4	107	2.576	4	107	8.431
13:00 - 14:00	4	107	4.450	4	107	4.684	4	107	9.134
14:00 - 15:00	4	107	1.874	4	107	1.639	4	107	3.513
15:00 - 16:00	4	107	2.342	4	107	5.152	4	107	7.494
16:00 - 17:00	3	115	1.449	3	115	3.478	3	115	4.927
17:00 - 18:00	2	129	0.775	2	129	1.938	2	129	2.713
18:00 - 19:00	1	58	0.000	1	58	3.448	1	58	3.448
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			43.633			45.503			89.136

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 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	4	107	3.044	4	107	1.405	4	107	4.449
09:00 - 10:00	4	107	5.386	4	107	3.747	4	107	9.133
10:00 - 11:00	4	107	11.007	4	107	10.304	4	107	21.311
11:00 - 12:00	4	107	5.152	4	107	6.089	4	107	11.241
12:00 - 13:00	4	107	7.026	4	107	7.728	4	107	14.754
13:00 - 14:00	4	107	4.684	4	107	4.918	4	107	9.602
14:00 - 15:00	4	107	5.621	4	107	7.260	4	107	12.881
15:00 - 16:00	4	107	5.621	4	107	6.557	4	107	12.178
16:00 - 17:00	3	115	1.449	3	115	3.768	3	115	5.217
17:00 - 18:00	2	129	1.550	2	129	1.550	2	129	3.100
18:00 - 19:00	1	58	0.000	1	58	3.448	1	58	3.448
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			55.712			60.222			115.934

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 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	3.448	1	58	0.000	1	58	3.448
08:00 - 09:00	4	107	1.171	4	107	0.937	4	107	2.108
09:00 - 10:00	4	107	2.108	4	107	0.234	4	107	2.342
10:00 - 11:00	4	107	3.279	4	107	2.342	4	107	5.621
11:00 - 12:00	4	107	3.044	4	107	2.342	4	107	5.386
12:00 - 13:00	4	107	1.639	4	107	1.639	4	107	3.278
13:00 - 14:00	4	107	2.576	4	107	2.108	4	107	4.684
14:00 - 15:00	4	107	1.405	4	107	1.405	4	107	2.810
15:00 - 16:00	4	107	1.639	4	107	1.639	4	107	3.278
16:00 - 17:00	3	115	0.580	3	115	2.899	3	115	3.479
17:00 - 18:00	2	129	0.388	2	129	1.938	2	129	2.326
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.277			19.207			40.484

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 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	107	0.000	4	107	0.000	4	107	0.000
09:00 - 10:00	4	107	0.000	4	107	0.000	4	107	0.000
10:00 - 11:00	4	107	0.234	4	107	0.234	4	107	0.468
11:00 - 12:00	4	107	0.234	4	107	0.234	4	107	0.468
12:00 - 13:00	4	107	0.000	4	107	0.000	4	107	0.000
13:00 - 14:00	4	107	0.000	4	107	0.000	4	107	0.000
14:00 - 15:00	4	107	0.000	4	107	0.000	4	107	0.000
15:00 - 16:00	4	107	0.000	4	107	0.000	4	107	0.000
16:00 - 17:00	3	115	0.000	3	115	0.000	3	115	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.468			0.468			0.936

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 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	3.448	1	58	0.000	1	58	3.448
08:00 - 09:00	4	107	1.171	4	107	0.937	4	107	2.108
09:00 - 10:00	4	107	2.108	4	107	0.234	4	107	2.342
10:00 - 11:00	4	107	3.513	4	107	2.576	4	107	6.089
11:00 - 12:00	4	107	3.279	4	107	2.576	4	107	5.855
12:00 - 13:00	4	107	1.639	4	107	1.639	4	107	3.278
13:00 - 14:00	4	107	2.576	4	107	2.108	4	107	4.684
14:00 - 15:00	4	107	1.405	4	107	1.405	4	107	2.810
15:00 - 16:00	4	107	1.639	4	107	1.639	4	107	3.278
16:00 - 17:00	3	115	0.580	3	115	2.899	3	115	3.479
17:00 - 18:00	2	129	0.388	2	129	1.938	2	129	2.326
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.746			19.675			41.421

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 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	17.241	1	58	10.345	1	58	27.586
08:00 - 09:00	4	107	8.197	4	107	4.684	4	107	12.881
09:00 - 10:00	4	107	11.475	4	107	6.557	4	107	18.032
10:00 - 11:00	4	107	20.609	4	107	18.267	4	107	38.876
11:00 - 12:00	4	107	13.115	4	107	14.520	4	107	27.635
12:00 - 13:00	4	107	14.754	4	107	11.944	4	107	26.698
13:00 - 14:00	4	107	11.710	4	107	11.944	4	107	23.654
14:00 - 15:00	4	107	8.899	4	107	10.304	4	107	19.203
15:00 - 16:00	4	107	9.602	4	107	13.349	4	107	22.951
16:00 - 17:00	3	115	3.478	3	115	10.145	3	115	13.623
17:00 - 18:00	2	129	2.713	2	129	5.426	2	129	8.139
18:00 - 19:00	1	58	0.000	1	58	8.621	1	58	8.621
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			121.793			126.106			247.899

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 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	4	107	1.874	4	107	1.171	4	107	3.045
09:00 - 10:00	4	107	2.342	4	107	1.405	4	107	3.747
10:00 - 11:00	4	107	3.981	4	107	3.044	4	107	7.025
11:00 - 12:00	4	107	2.810	4	107	3.044	4	107	5.854
12:00 - 13:00	4	107	2.576	4	107	1.874	4	107	4.450
13:00 - 14:00	4	107	2.342	4	107	2.108	4	107	4.450
14:00 - 15:00	4	107	1.171	4	107	0.937	4	107	2.108
15:00 - 16:00	4	107	1.171	4	107	2.576	4	107	3.747
16:00 - 17:00	3	115	0.870	3	115	1.449	3	115	2.319
17:00 - 18:00	2	129	0.388	2	129	1.163	2	129	1.551
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.697			23.943			48.640

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 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	107	0.000	4	107	0.000	4	107	0.000
09:00 - 10:00	4	107	0.234	4	107	0.000	4	107	0.234
10:00 - 11:00	4	107	0.000	4	107	0.234	4	107	0.234
11:00 - 12:00	4	107	0.000	4	107	0.000	4	107	0.000
12:00 - 13:00	4	107	0.000	4	107	0.000	4	107	0.000
13:00 - 14:00	4	107	0.000	4	107	0.000	4	107	0.000
14:00 - 15:00	4	107	0.000	4	107	0.000	4	107	0.000
15:00 - 16:00	4	107	0.000	4	107	0.000	4	107	0.000
16:00 - 17:00	3	115	0.000	3	115	0.000	3	115	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234			0.234			0.468

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 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	107	0.000	4	107	0.000	4	107	0.000
09:00 - 10:00	4	107	0.234	4	107	0.000	4	107	0.234
10:00 - 11:00	4	107	0.000	4	107	0.234	4	107	0.234
11:00 - 12:00	4	107	0.000	4	107	0.000	4	107	0.000
12:00 - 13:00	4	107	0.234	4	107	0.234	4	107	0.468
13:00 - 14:00	4	107	0.000	4	107	0.000	4	107	0.000
14:00 - 15:00	4	107	0.000	4	107	0.000	4	107	0.000
15:00 - 16:00	4	107	0.000	4	107	0.000	4	107	0.000
16:00 - 17:00	3	115	0.000	3	115	0.000	3	115	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.468			0.468			0.936

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 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL Scooters
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	107	0.000	4	107	0.000	4	107	0.000
09:00 - 10:00	4	107	0.000	4	107	0.000	4	107	0.000
10:00 - 11:00	4	107	0.000	4	107	0.000	4	107	0.000
11:00 - 12:00	4	107	0.000	4	107	0.000	4	107	0.000
12:00 - 13:00	4	107	0.000	4	107	0.000	4	107	0.000
13:00 - 14:00	4	107	0.000	4	107	0.000	4	107	0.000
14:00 - 15:00	4	107	0.234	4	107	0.000	4	107	0.234
15:00 - 16:00	4	107	0.000	4	107	0.234	4	107	0.234
16:00 - 17:00	3	115	0.000	3	115	0.000	3	115	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234			0.234			0.468

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 F

TfL Example of Survey for Deliveries and Servicing

Appendix C: Example of survey for deliveries and servicing

These questions can be used to monitor the deliveries and servicing at a site over a period of 2-4 weeks. Further questions can be added, of 2-4 weeks. Further questions can be added.

[illegible]



33 Colston Avenue | Bristol | BS1 4UA

0117 2441 970

hello@calibro-consultants.com

www.calibro-consultants.com

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