

CAPITAL CITY COLLEGE GROUP

TOTTENHAM CENTRE, LONDON BOROUGH OF HARINGEY

DELIVERY AND SERVICING MANAGEMENT PLAN

**REPORT REF.
2301780-R06**

February 2024

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final	SG	FM <i>FM</i>	SAF <i>SAF</i>	09/02/24

Distribution

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Capital City College Group to provide transport and infrastructure support for the proposed redevelopment at their Tottenham Campus in London (hereafter known as 'the site').
- 1.2. This Delivery and Servicing Management Plan (DSMP) supports a planning application for the redevelopment of an existing building which is to be demolished and associated car parking which is to be removed to provide space for a newly constructed building. The redevelopment scheme seeks to provide a new Construction & Engineering Centre for training and teaching, totalling 2,625m² of floor space.
- 1.3. The planning application for the proposed scheme is submitted to London Borough of Haringey (LBH) as the local planning authority. LBH is also the highway authority responsible for local roads, whilst Transport for London (TfL) is responsible for the strategic highway network, including the A10.
- 1.4. The DSMP provides a framework to manage all delivery and servicing movements to and from the site. Typically, a DSMP will improve efficiency of delivery, ensure safe and legal loading can take place, improve access for delivery vehicles and contribute to reduced noise, emissions and congestion.
- 1.5. A summary of the benefits of a DSMP are outlined in **Table 1.1**.

Table 1.1: Benefits of DSMP

Save time and money	Benefit from lower operating costs if deliveries are consolidated into larger, less frequent deliveries free up time staff spend receiving goods and completing activities such as invoice processing Supply chain economies of scale
Improve safety	Fewer deliveries – fewer accidents Compliance with health and safety legislation
Improve reliability	Ensures the supply chain continues to operate effectively during large planned events or other foreseeable disruption
Reduce environmental impact	Reduced emissions at site Contribute to social responsibility objectives Create a more pleasant environment
Supplier and freight operator benefits	Fuel savings from reduced mileage Increased certainty over delivery times Reduced risk of collisions due to fewer journeys and less likely to unload in an unsafe location Less risk of having to park illegally and attracting penalty charge notices Reduced environmental impact

1.6. Implementation of a DSMP can assist in reduction of operation costs and helps minimise vehicle activity at a site, as well as having wider area benefits associated with more efficient deliveries in terms of emissions on the wider road network.

1.7. This DSMP has been produced in accordance with appropriate policy/guidance, including: -

1. London Plan (2021) Policy T4: Assessing and mitigating transport impacts

The London Plan requires that "...impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed."

"...and Delivery and Servicing Plans will be required having regard to Transport for London Guidance."

2. London Plan (2021) Policy T7: Deliveries, servicing and construction

The policy seeks to facilitate sustainable freight movement by rail, waterways and road; and reduce freight trips and reduce road danger, noise and emissions from freight through the use of safer vehicles, sustainable last mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Specifically, "Development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible."

3. TfL's Freight & Servicing Action Plan

The Freight & Servicing Action, produced by TfL, aims to ensure the impact of freight and servicing vehicles are not detrimental to the overall streetscape of London. It sets out the requirements for new development to produce DSMPs. These should aim to reduce delivery trips (particularly during peak periods), increase loading bay availability and the use of safe and legal loading facilities.

The Planning for Good Growth outlines the requirements for managing freight, specifically that plans demonstrate the application of Healthy Streets Approach, including supporting improved health, and reduced vehicle dominance, emissions and noise through sensitivity designed freight facilities.

1.8. The remainder of this report is structured as follows: -

- **Section 2.0** provides a description of the proposed development scheme and surroundings;
- **Section 3.0** considers the anticipated delivery and servicing trips;
- **Section 4.0** outlines potential delivery and servicing management measures; and
- **Section 5.0** provides a summary and conclusions.

2. Proposed Development

2.1. This section outlines the nature of the surrounding area and describes the proposed development.

Site Location

2.2. The application site is located within The College of Haringey, Enfield and North East London (CONEL) which itself is situated on the western side of High Road (A10) to the south of Tottenham in the London Borough of Haringey.

2.3. The college site lies within a mixed use area of residential, employment and retail land uses in close proximity to Seven Sisters underground station. It is bounded by residential development to the south and southwest; Isobel Place to the north which serves residential and office space; and Town Hall Approach and High Road (A10) adjacent to the eastern boundary. The site location in the context of the local area is shown at **Figure 2.1**, with the site shown as a red dot.

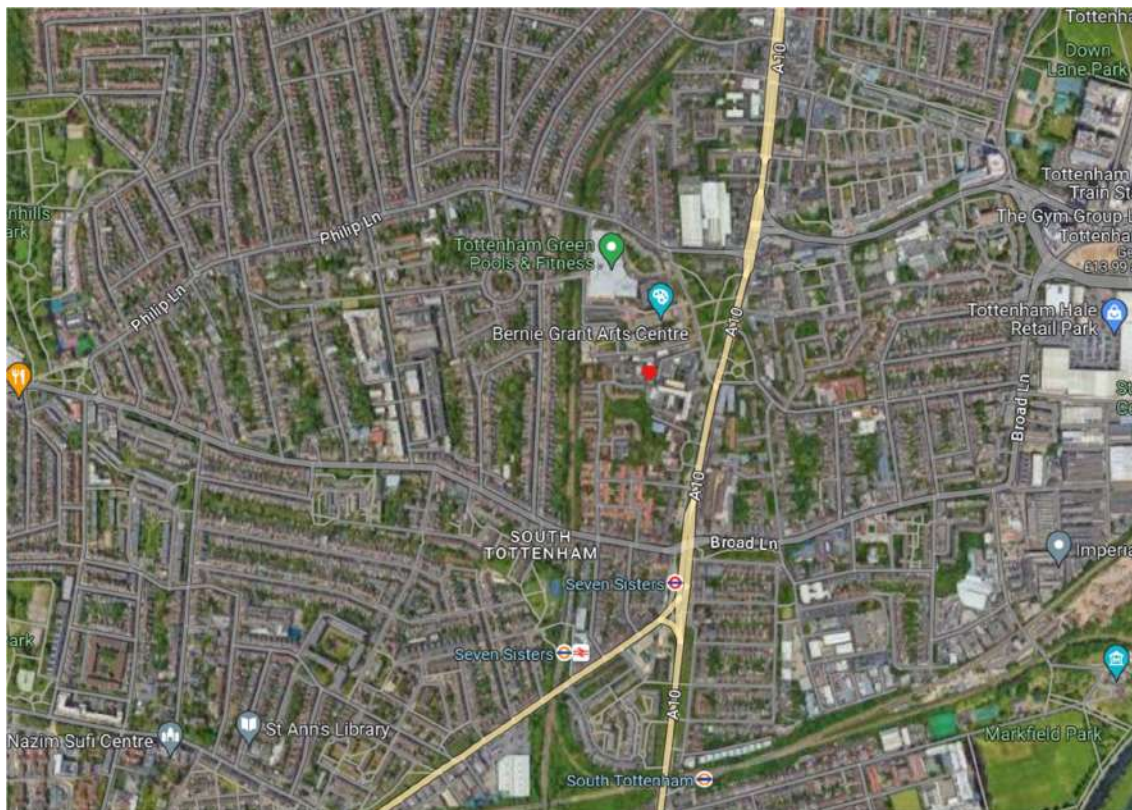


Plate 2.1: Site Location (Source: Google Earth)

- 2.4. The existing site plan of the college is shown below with the building to be demolished and replaced shown with a purple dot (full plan included in **Appendix A**). The blue line boundary denotes the ownership of the wider college and the red outline is the subject of this planning application.

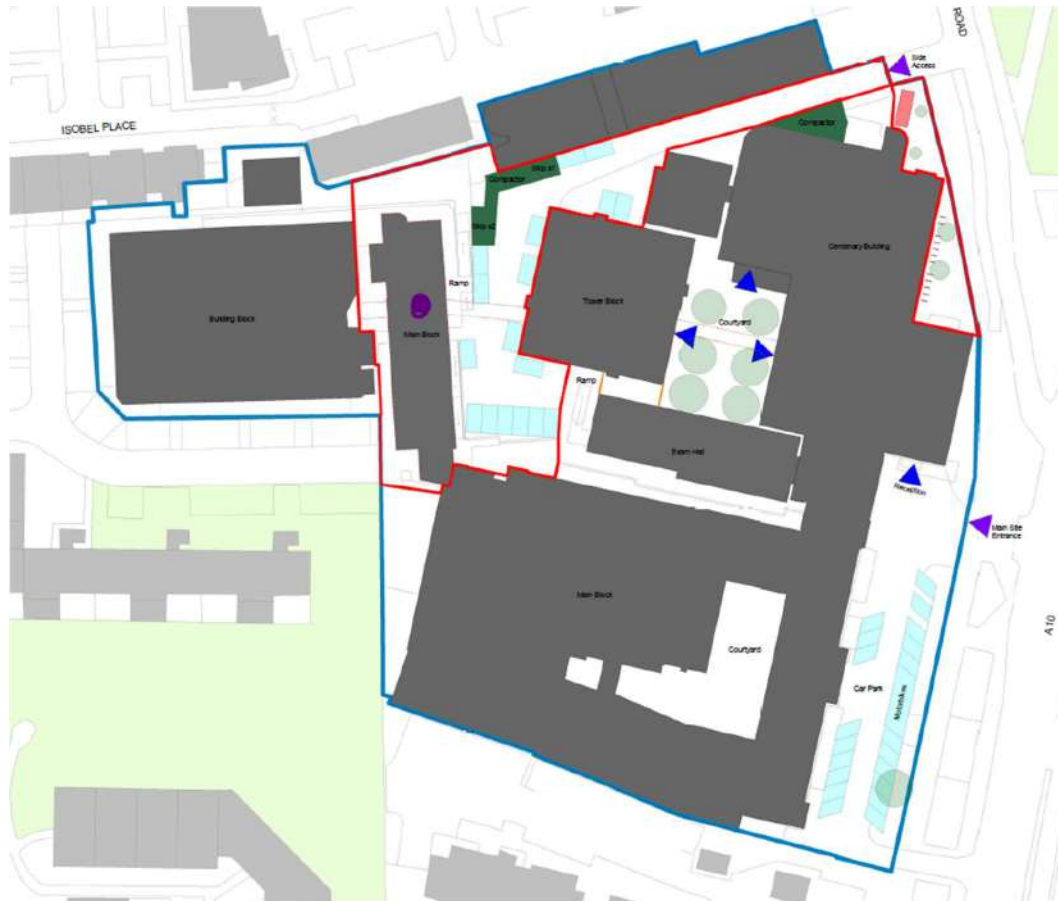


Figure 2.2: Existing Site Plan of College (Source: Atkins Plan 5219901-ATK-01-00-D-A-021001)

- 2.5. The building to be demolished is of poor quality and is deemed no longer fit for purpose. It is currently used as a gym/lecture theatre and has a floor area of 1,030m².
- 2.6. For wider context, the "Building Block" located to the west of the gym/lecture theatre as identified above in **Figure 2.2** is an existing construction workshop and teaching block of 3,587m². It too is in poor condition and no longer fit for purpose. The proposed new building is to replace this facility. The "Building Block" is to be demolished at a later date (as part of a separate planning application) and the land potentially released as a residential building plot. Students will continue to learn in

the “Building Block” until such time as the new construction building is constructed and operational.

- 2.7. Vehicular access and egress is currently available from Town Hall Approach via a simple priority junction. It is gated and used for servicing of large goods to the college and provide access to 17 No. car parking spaces marked for staff use. Separate access and egress points are provided from High Road (A10) in the form of vehicular crossovers. They serve a car park with 20 No. spaces fronting the college.
- 2.8. The site is presently serviced for waste and recycling utilising three skips (2 x 20yds, and 1 x 40yd capacity) and two compactors (both sized at 2.2 x 4m), all of which are removed by vehicles. Other deliveries occur relating to materials and equipment for teaching, and general office supplies. All deliveries are dealt with in advance, with companies knowing where to report to.

Development

- 2.9. The proposed redevelopment scheme seeks planning permission to provide a new education building for the study of engineering totalling 2,625m² of floor space. The proposals do not correspond to an uplift in student or staff numbers as the building is to replace an existing facility.
- 2.10. The plate below shows an extract of the proposed site layout, with the full plan included at **Appendix B**.

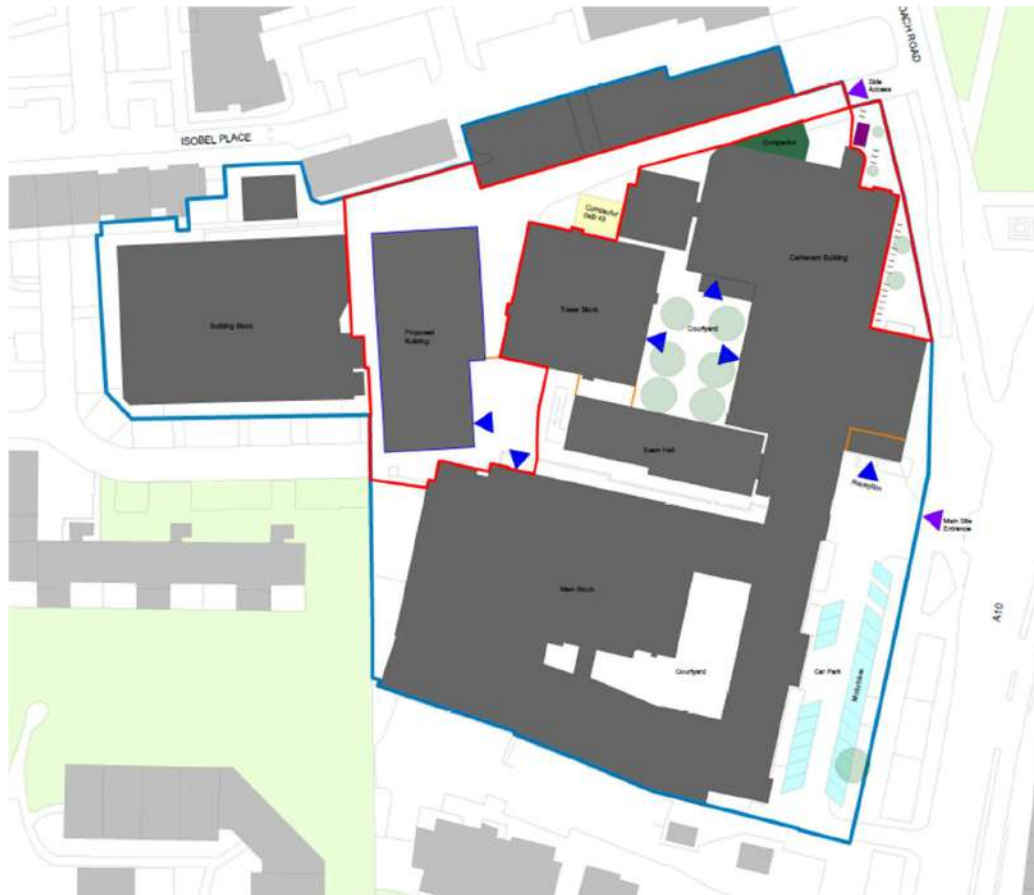


Plate 2.2 – Proposed Site Plan (Source: Atkins Plan 5219901-ATK-01-00-D-A-021003)

2.11. There will be a loss of 17 car parking spaces as a result of the proposals which means a net reduction for the wider college. The servicing strategy for the college will be retained as existing as described below.

Site Access

2.12. Existing vehicular access for servicing and delivery to the development site is to be retained in its current position from Town Hall Approach Road. The service area is to be reduced but the space available still allows service/delivery vehicles to turn within the site.

2.13. Refuse collection for the wider college site will be the same as existing as there is no uplift in staff/student numbers. The same three skips and two compactors will be

utilised. The skips and compactor locations are shown coloured light yellow on the proposed site layout above in Plate 2.2 or viewing the drawing in **Appendix B**.

3. Delivery and Servicing Arrangements

- 3.1. Deliveries for the college site as a whole will be the same as existing as there is no uplift in staff/student numbers. Further details of the arrangements are considered below.
- 3.1. Existing vehicular access for servicing and delivery to the development site is to be retained in its current position from Town Hall Approach Road. The service and car parking area is to be reduced in size but service/delivery vehicles will continue to be able to turn within the site and exit in forward gear.
- 3.2. There are three skips and two compactors on the site at the rear of the college. These are all individually removed from the site by large vehicles. The compactors allow for a more efficient waste/recycling collection.
- 3.3. Waste/recycling collection will occur outside of peak times to minimise impact on the local highway network.
- 3.2. The skips and compactors are shown located on the site layout in **Appendix B**. Various vehicles are used by the College's Contractor to collect/delivery the skips/compactors ranging from an 18 ton box vehicle of 10.2m through to a 12 ton box vehicle of 8.9m, and waste food collection vehicle of 8m length. Tracking analysis has been undertaken to show that the largest waste/recycling collection vehicle (similar to the size of a "large tipper" with 10.2m in length as shown) can turn within the new layout to collect the skips/compactors - see **ACE Drawing 2301780-014A** for details.
- 3.3. Fire tender vehicles are able to enter the site as currently and as these vehicles are smaller than the largest waste/recycling vehicle tracked in **ACE Drawing 2301780-014A**, can turn within the site and exit in forward gear.
- 3.4. The worst case delivery vehicle (rigid truck with length 12m) is also shown in ACE Drawing 2301780-014A as able to manoeuvre within the confines of the site to deliver items.
- 3.5. It is assumed the larger size vehicles (10-12m length) currently reverse back into the site access from Town Hall Approach Road.
- 3.6. Smaller deliveries currently take place on the frontage of the college using the loop road and car park area. This will continue with the proposed development in place.

3.7. Therefore, on the basis of the above, access to the site by servicing and fire tender vehicles is achievable.

Servicing Vehicle Trip Attraction

3.4. The proposals relating to this current application do not correspond to an uplift in either student or staff numbers as the building is to replace an existing facility. It should be noted that the proposed new building is slightly smaller by 287m² in floor area when compared to the existing building that it replaces to the west.

3.5. TRICS 'servicing' trip rates have been utilised for the land use 'Education – College / University'. The TRICS servicing vehicle counts record all vehicles that arrive at and depart from a site that perform a service function. Examples of such functions include delivery vehicles picking up or dropping off office or classroom supplies or furniture, maintenance, waste disposal and recycling vehicles.

3.6. The TRICS output for servicing vehicles at Colleges / Universities is provided at **Appendix C**, whilst **Table 3.1** provides a summary of the trip rates, and associated trip generation for the wider college of 17,940m² (existing 19,932m² minus 962m² minus 1,030m²)

Table 3.1: TRICS Output

Period	Trip Rate (Per 100sqm)			Trip Attraction (3,300sqm)		
	Arr.	Dep.	Daily (2 way)	Arr.	Dep.	Daily (2 way)
AM Peak (0800 – 0900)	0.015	0.009	0.185	3	2	34
PM Peak (1700 – 1800)	0.003	0.003		1	1	

Note – any discrepancies due to rounding

3.7. Table 3.1 shows the college could generate 1-3 servicing vehicular trips in the AM and PM peak hours, and 34 two way daily trips. The servicing trips are not additional trips to the network as they are existing and so already accommodated on the local highway network.

Routing

- 3.8. The surrounding area is mixed use, consisting of office, education and residential units, which is designed to accommodate a reasonable number of delivery and servicing vehicles. Vehicles accessing from the strategic road network have the flexibility to route from the north and south using the A10. It is considered that these routes are appropriate for all vehicular movements associated with the proposed development.

4. Delivery and Servicing Management Measures

- 4.1. The objectives of the DSMP are to detail the anticipated operation of the site to allow deliveries to be well managed and to help reduce the negative impacts of delivery and servicing activities.
- 4.2. To minimise the potential impact of servicing vehicles on the local highway network the following measures are being undertaken. This will require staff to coordinate with delivery companies when placing goods orders and when setting up regular supplies (such as office stationery for example) to ensure they are aware of the best practice measures that should be adopted when serving the site.
- 4.3. To reduce the impact of delivery trips and improve the efficiency of freight movement, delivery companies that are committed to following best practice such as the Freight Operator Recognition Scheme (FORS) will be selected where possible.
- 4.4. Every reasonable measure will be taken to consolidate deliveries and servicing trips, whether it be refuse vehicles servicing the site as a whole, or one courier delivering to multiple locations within the site at the same time.
- 4.5. Suppliers will be encouraged to use low or no emission vehicles/modes where possible such as when making smaller deliveries e.g. by motorcycle, bicycle or on-foot. It is envisaged that goods and services will be locally sourced where possible to help maintain the sustainable nature of the development and reduce the distances of deliveries.
- 4.6. Where possible, deliveries will be limited to outside of the traditional peak hours (07:30 to 09:30, and 16:30 to 18:30), and the site operational peaks to minimise the impact on the surrounding area.
- 4.7. Should it be necessary for large vehicles to serve the site, these will be arranged to arrive within 'daytime' hours (10:00 to 16:00) in order to reduce the noise impact on the site and the surrounding areas.
- 4.8. Goods will be taken into the buildings either via the main entrances, or side doors. Matters relating to noise will be addressed by encouraging suppliers to do the following:
 - Switch off vehicle engines immediately when stationary;
 - Use quieter delivery vehicles and equipment, where possible;

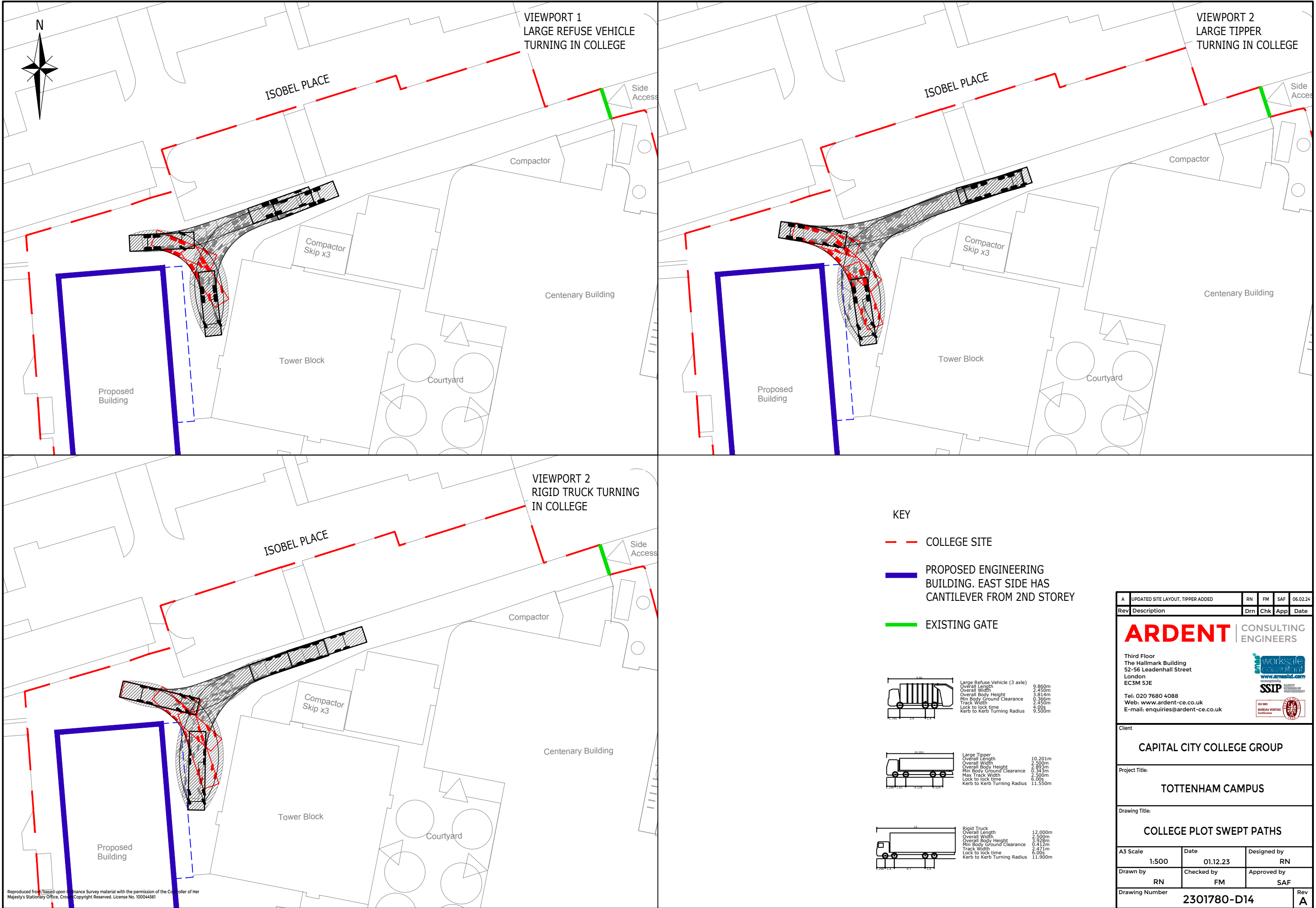
- Make sure all equipment, both on the vehicle and at the delivery point, is in good working order and minimise noise when in operation; and
- Ensure all staff, suppliers and carriers involved in delivery activity are briefed and trained.

4.9. The above measures will help improve operations at the site by managing and efficiently accommodating the required deliveries and servicing trips, thereby minimising the impact of the site operation on the surrounding highway network.

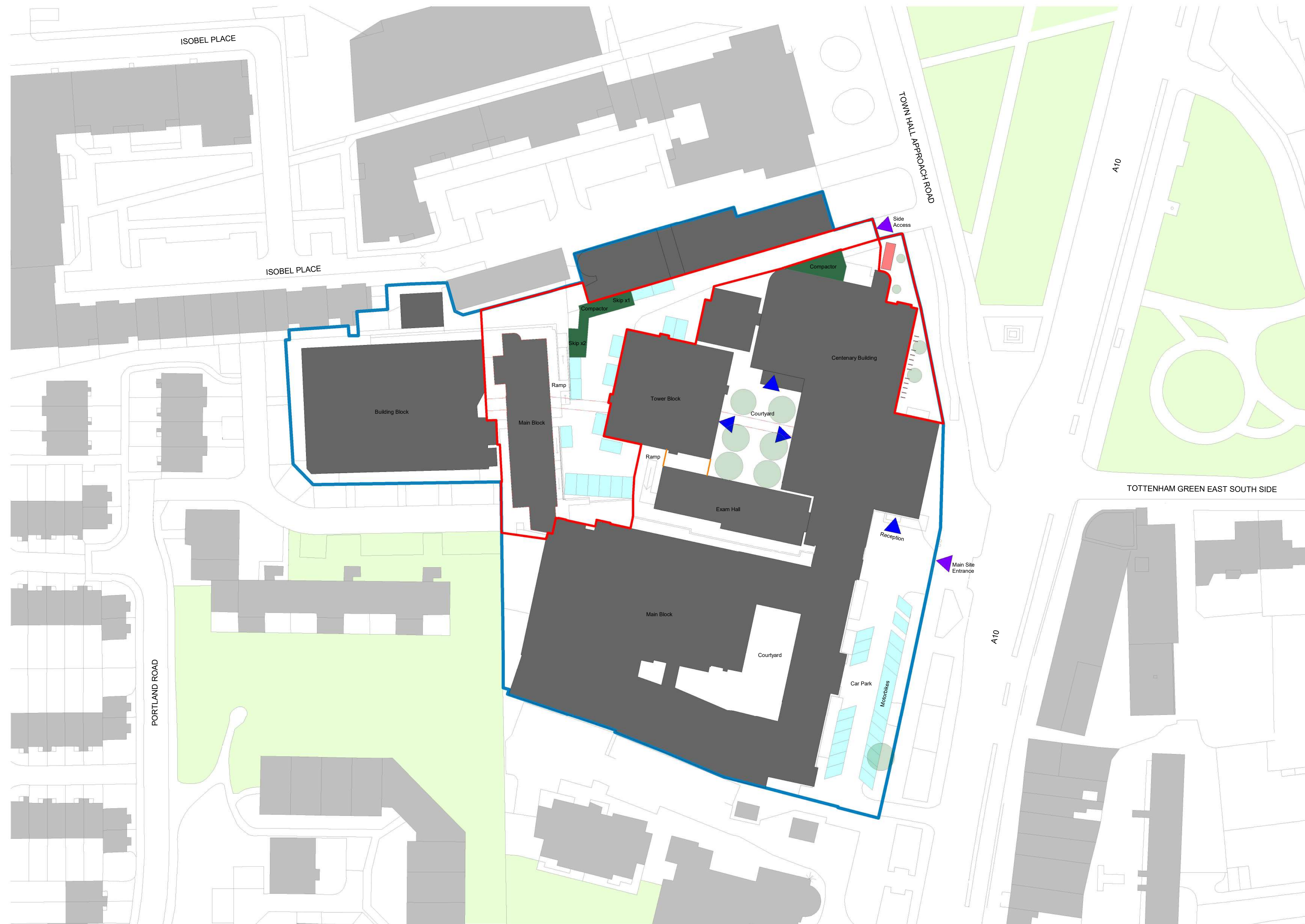
5. Summary and Conclusion

- 5.1. This DSMP has been prepared to set out the anticipated site operation and consider management measures required to minimise the impact of delivery and servicing arrangements associated with the proposed development.
- 5.2. This report provides the framework for managing delivery and servicing movements at the site and seeking best practice arrangements to minimise potential conflict. The objectives of the DSMP are to allow deliveries to be better managed and to help reduce the negative impacts of delivery-related and servicing activities.
- 5.3. The details reviewed within this document demonstrate that the operation of waste/recycling collections and deliveries in servicing the site have no detrimental impact on existing users of local streets.
- 5.4. Vehicle routing has been considered and the likely approaches to the site for vehicles serving the site have been identified.

Drawings



Appendix A

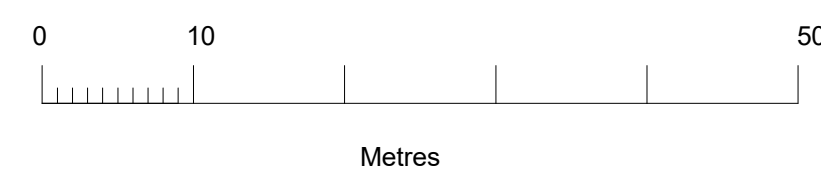


- Ownership Site Boundary Line
- Application Boundary Line
- Existing College Buildings on Campus
- Existing Building to be Demolished
- Neighbouring Residential/ Business Buildings
- Parks/ Green Areas
- Existing Trees within Site Boundary
- Existing Car Parking Spaces
- Existing One-tier Sheltered Cycle Stand and Sheffield Cycle Stands
- Existing Recycling and Waste Areas
- Pedestrian Entrance
- Vehicular Entrance
- Secure Lines

Note:

- Ramps, steps and level changes
- Surfaces
- The exam hall will be demolished at a later stage

This drawing uses colour, colours are indicative, not actual finish.



- Demolition works associated with removal of existing building walls and construction of new internal walls risk of collapse.
- Working at height for works at high levels.
- Risk associated with the stripping of existing services.

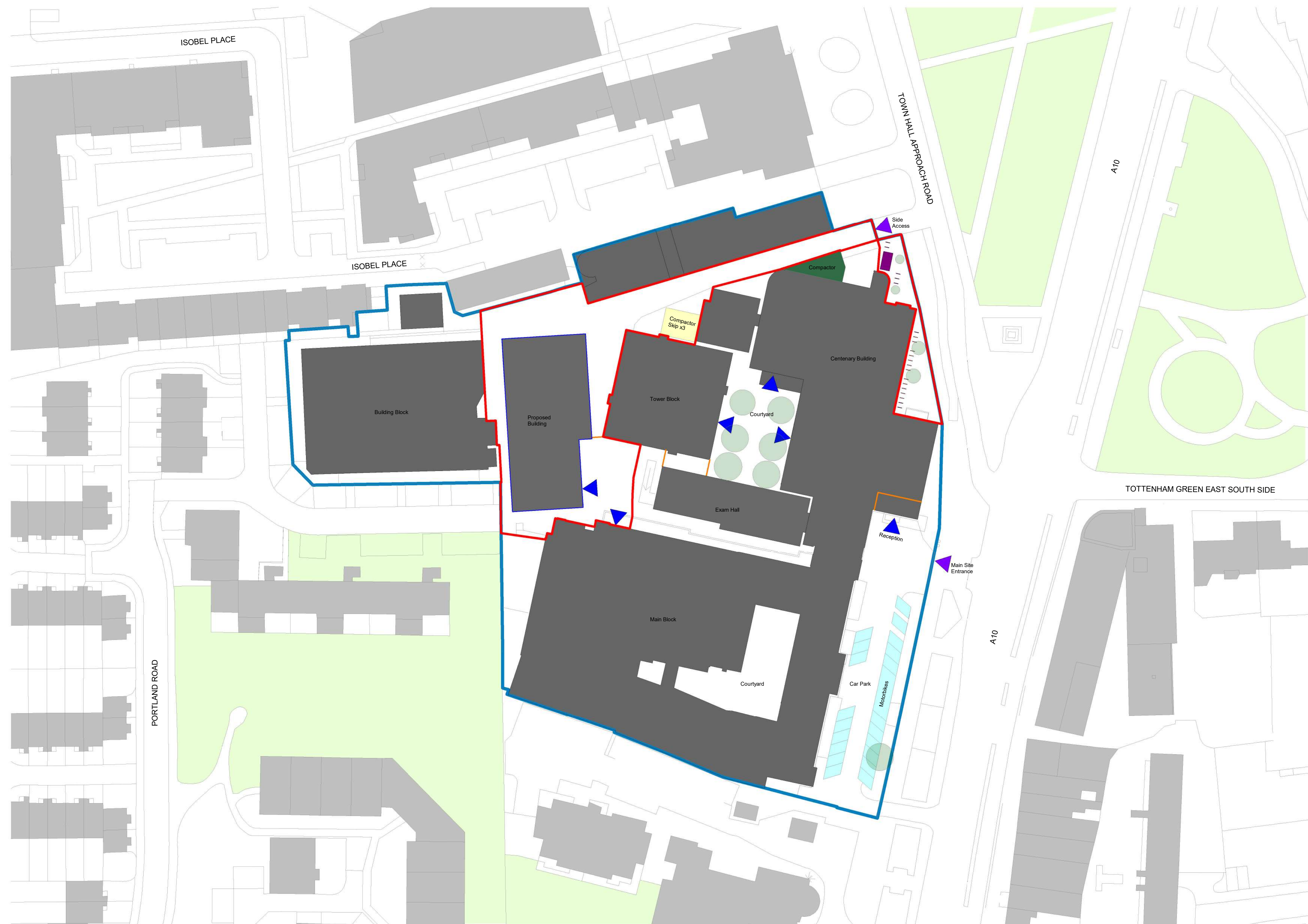
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

[illegible]

211 Gray's Inn Road
King's Cross
London, WC1X 8RA
www.capitalccg.ac.uk

Scale 1 : 500	Designed LO	Drawn RS	Checked JR	Authorised JR
Original Size A1	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024
Drawing Number 5219901-ATK-01-00-D-A-021001				Revision

Appendix B

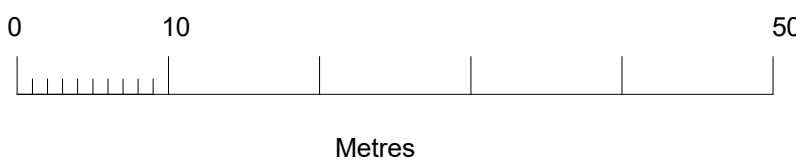


- Ownership Site Boundary Line
- Application Boundary Line
- Existing College Buildings on Campus
- Proposed Building Boundary Line
- Neighbouring Residential/ Business Buildings
- Parks/ Green Areas
- Existing Trees within Site Boundary
- Existing Car Parking Spaces
- Existing Sheffield Cycle Stands
- Designed Area for new Two-tiered Sheltered Cycle Stand and additional Sheffield Cycle Stand
- Existing Recycling and Waste Areas
- Proposed Recycling and Waste Areas
- Pedestrian Entrance
- Vehicular Entrance
- Secure Lines - Security gate access with card reader entrance system.

Note:

- Ramps, steps and level changes
- Surfaces
- The exam hall will be demolished at a later stage

This drawing uses colour, colours are indicative, not actual finish.



- Demolition works associated with removal of existing building walls and construction of new internal walls risk of collapse.
- Working at height for works at high levels.
- Risk associated with the stripping of existing services.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

P1	01/02/2024	FOR PLANNING					LT	LO	JR
Rev.	Date	Description					By	Chk'd	App'd

211 Gray's Inn Road
King's Cross
London, WC1X 8RA
www.capitalccg.ac.uk

Project Title	CCCG Tottenham Construction and Engineering Centre
Drawing Title	PROPOSED SITE PLAN

Scale 1 : 500	Designed LO	Drawn RS	Checked JR	Authorised JR
Original Size A1	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024
Drawing Number 5219901-ATK-01-00-D-A-021003				Revision P1



- KEY:**
- Ownership Site Boundary Line
 - Application Boundary Line
 - Existing College Buildings on Campus
 - Proposed Building Boundary Line
 - Neighbouring Residential/ Business Buildings
 - Parks/ Green Areas
 - Existing Trees within Site Boundary
 - Existing Car Parking Spaces
 - Existing Sheffield Cycle Stands
 - Designed Area for new Two-tiered Sheltered Cycle Stand and additional Sheffield Cycle Stand
 - Existing Recycling and Waste Areas
 - Proposed Recycling and Waste Areas

- ENTRANCES:**
- Pedestrian Entrance
 - Vehicular Entrance
 - Secure Lines - Security gate access with card reader entrance system.

- LANDSCAPE:**
- Hard Landscaping - Proposed Permeable Paving strip around perimeter of New Construction and Engineering Centre.
 - Asphalt Finish to service yard to match existing.

Note:

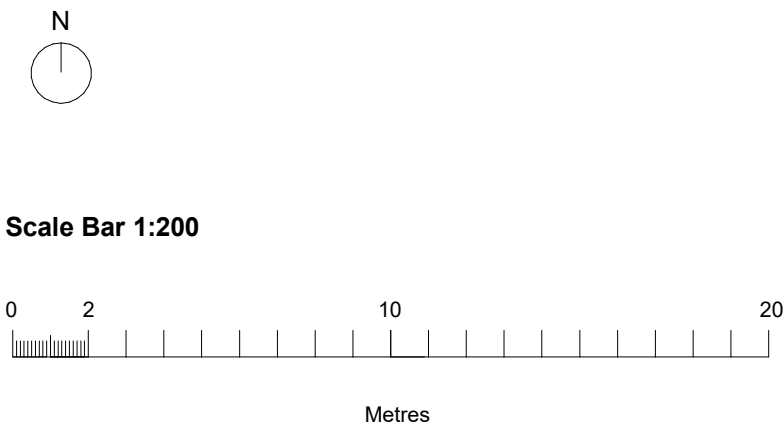
- Proposed external finishes is phase 1 of the masterplan for the Tottenham Centre.
- Levels and falls of proposed external finishes to work with existing levels/ falls for drainage.
- Information to be read in conjunction with Topographical Survey.

GENERAL NOTES

This drawing is to read in conjunction with all relevant Engineer's drawings, Architect's drawings, and specifications

All dimensions are in millimetres unless noted otherwise. Drawings should not be scaled by either hand or from the computer digital data, only figured dimensions are to be used.

This drawing uses colour, colours are indicative, not actual finish.



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:					
CONSTRUCTION					
- Working at height for works at high internal levels. - Working with plant & machinery, risk of collision or electrocution.					
MAINTENANCE/CLEANING					
- Working at height for installation of high level construction and proposed finishes. - Working in confined spaces or voids, for servicing of any mechanical/electrical services - Glass cleaning is envisaged to be via poles from ground level - Glass replacement will be via a mobile platform					
DECOMMISSIONING/DEMOLITION					
- Demolition works associated with removal of existing building walls and construction of new internal walls, risk of collapse. - Working at height for works at high levels. - Risk associated with the stripping of existing services.					
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement					
Rev.	Date	Description	By	Chk'd	App'd
P1	01/02/2024	FOR PLANNING	LT	LO	JR

Drawing Suitability

Approved & Accepted as Stage 3a

Status

A3

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Project Title					
CCCG Tottenham Construction and Engineering Centre					
Drawing Title					
PROPOSED EXTERNAL FINISHES PLAN					
Scale	Designed	Drawn	Checked	Authorised	
1 : 200	LO	LO	JR	JR	
Original Size	Date	Date	Date	Date	
A1	JR	JR	JR	JR	
Drawing Number				Revision	
5219901-ATK-01-00-D-A-021004				P1	

Appendix C

Calculation Reference: AUDIT-437201-240105-0135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY
MULTI-MODAL Servicing Vehicles

Selected regions and areas:

01	GREATER LONDON	
	HD HILLINGDON	1 days
02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	WS WEST SUSSEX	2 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: 22268 to 65000 (units: sqm)
 Range Selected by User: 750 to 162000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 06/04/22

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
 Thursday 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:

Edge of Town Centre 4

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 2
 Built-Up Zone 1
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
 Servicing vehicles Excluded 4 days - Not Selected

Secondary Filtering selection:**Use Class:**

F1(a) 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:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
250,001 to 500,000	1 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	1 days
1.1 to 1.5	3 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:

Yes	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
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BU-04-C-01	UNIVERSITY	BUCKINGHAMSHIRE
	QUEEN ALEXANDRA ROAD		
	HIGH WYCOMBE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	36755 sqm	
	Survey date: TUESDAY	24/01/17	Survey Type: MANUAL
2	HD-04-C-01	COLLEGE	HILLINGDON
	PARK ROAD		
	UXBRIDGE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	22268 sqm	
	Survey date: THURSDAY	03/03/16	Survey Type: MANUAL
3	WS-04-C-08	UNIVERSITY OF CHICHESTER	WEST SUSSEX
	COLLEGE LANE		
	CHICHESTER		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	65000 sqm	
	Survey date: TUESDAY	05/04/22	Survey Type: MANUAL
4	WS-04-C-09	UNIVERSITY OF CHICHESTER	WEST SUSSEX
	UPPER BOGNOR ROAD		
	BOGNOR REGIS		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	23330 sqm	
	Survey date: WEDNESDAY	06/04/22	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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
 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	4	36838	0.009	4	36838	0.005	4	36838	0.014
08:00 - 09:00	4	36838	0.015	4	36838	0.009	4	36838	0.024
09:00 - 10:00	4	36838	0.010	4	36838	0.007	4	36838	0.017
10:00 - 11:00	4	36838	0.010	4	36838	0.014	4	36838	0.024
11:00 - 12:00	4	36838	0.008	4	36838	0.010	4	36838	0.018
12:00 - 13:00	4	36838	0.005	4	36838	0.007	4	36838	0.012
13:00 - 14:00	4	36838	0.004	4	36838	0.005	4	36838	0.009
14:00 - 15:00	4	36838	0.006	4	36838	0.007	4	36838	0.013
15:00 - 16:00	4	36838	0.009	4	36838	0.014	4	36838	0.023
16:00 - 17:00	4	36838	0.002	4	36838	0.005	4	36838	0.007
17:00 - 18:00	4	36838	0.003	4	36838	0.003	4	36838	0.006
18:00 - 19:00	4	36838	0.002	4	36838	0.003	4	36838	0.005
19:00 - 20:00	4	36838	0.004	4	36838	0.002	4	36838	0.006
20:00 - 21:00	4	36838	0.002	4	36838	0.003	4	36838	0.005
21:00 - 22:00	4	36838	0.001	4	36838	0.001	4	36838	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.095			0.185

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.*