Fox Court, Camden

Delivery & Servicing Plan

November 2023

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Client Name:	Clare Real Estate (14 Gray's Inn Road) Limited
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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

Comments

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1. Introduction

General

1.1. Waterman Infrastructure & Environment Ltd ('Waterman') has been appointed by Clare Real Estate (14 Gray's Inn Road) Limited (the 'Applicant') to prepare a Delivery and Servicing Plan (DSP) in support of an application for a proposed redevelopment and extension at Fox Court, London, WC1X 8HN (the 'Site'). The proposals seek to increase the existing floor area by 9,652 sqm (GEA).

1.2. The local planning and highway authority are the London Borough of Camden (LBC).

Background

1.3. The existing site is occupied by a nine-story building providing circa 15,319sqm GEA floor area of office use. The office is partially occupied with Citibase on ground and first floors and HM Courts & Tribunals Services occupying the fourth and fifth floors. The remaining floors (second, third, sixth and seventh) are currently vacant. There is currently a basement car park with 26 parking spaces.

1.4. A description of the proposed development is provided below:

'Demolition of existing facades, retaining existing reinforced concrete frame and basement structures; refurbishment and reconfiguration of the existing office (Use Class E) building for continued office use including extensions with new facades to the west elevation fronting Gray's Inn Road (9 storeys), to the northern courtyard elevation facing Brookes Court (9 storeys), to the existing 5 storey north-east wing fronting Brook Street (3 storeys) and to the south elevation (8 storeys); external alterations, provision of rooftop amenity terraces, landscaping and associated works'

1.5. The development proposals are for the refurbishment and extension of the existing office building to provide a total of 24,971sqm office floor area (GEA). The proposals will increase the existing floor area by 9,652sqm GEA. The existing car park will be removed and repurposed for cycle parking and other ancillary features. Cycle parking will be provided in accordance with the London Plan 2021 and LBC standards. The proposed development is located within a 'Central Activities Zone' and is identified as being Inner London.

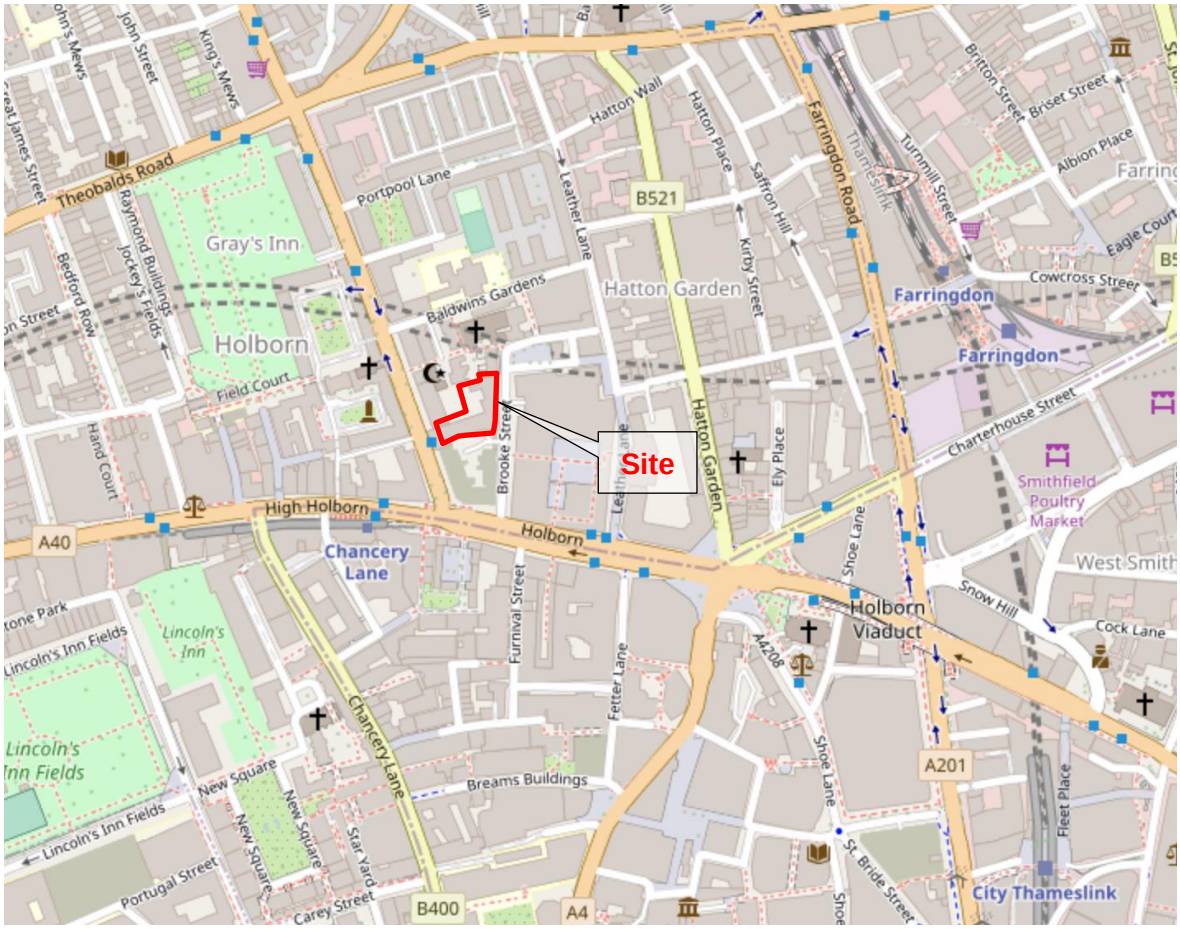
Site Location

1.6. The Site is located circa 120 metres to the north of Chancery Lane Underground Station and circa 600 metres to the west of Farringdon Station.

1.7. The Site is bound by Gray's Inn Road to the west, Brooke Street to the east, a commercial building to the south and mix of commercial / residential buildings to the north.

1.8. The location of the Site is shown in Figure 1 below.

Figure 1: Site Location



Source – Open Street Map

1.9. The area around the Site is predominantly commercial, with some residential use located within the local area. There are an established network of facilities and amenities available for the future employees of the development within the immediate area owing to the city centre location.

Highway Network

1.10. To the west of the Site, Gray's Inn Road is a two-way single carriageway road running on a south-north alignment between a signalised junction with A40 Holborn to the south and a signalised junction with A501 to the north.

1.11. Gray's Inn Road is street-lit and subject to a 20mph speed limit in the vicinity of the site. Double yellow lines and double yellow kerb markings are present on both sides of the road in the vicinity of the Site. Gray's Inn Road is predominantly c.10m wide with footways provided on both sides of the road. The road benefits from the provision of on street and segregated cycle lanes adjacent to the carriageway.

1.12. To the south, A40 Holborn is a two-way single carriageway, running on a broadly east-west alignment. The road is street-lit and subject to a 20mph speed limit in the vicinity of the Site with footways provided on both sides of the road. There are intermittent advisory cycle lanes along A40 Holborn which merge with bus lanes to provide cycles with a route free from traffic except buses.

1.13. Brooke Street to the east of the site provides access to a one-way loop around the Brooke's Market square area via Dorrington Street and Brooke's Market. There is on-street residents parking along Brooke Street, Dorrington Street and Brooke's Market.

Document Purpose

1.14. The DSP shall form the basis for efficient building delivery and servicing practices and ensure that any adverse effects of delivery and servicing on pedestrian or vehicular transport routes or networks are avoided, remedied or mitigated. The DSP will ensure that delivery and servicing operates efficiently whilst avoiding congestion and unnecessary vehicle movements.

1.15. The following chapters will demonstrate how delivery and servicing activity, including refuse collection, will take place for the proposed development in a safe and efficient manner. This DSP has been prepared in-line with TfL's guidance *'Delivery and Servicing Plan Guidance'* (December 2020).

Document Structure

1.16. Following this introduction, the doucument is set out as follows:

- Section 2 – DSP Aims and Objectives;
- Section 3 – Policy Context;
- Section 4 – Delivery and Servicing Design and Management;
- Section 5 – DSP Measures;
- Section 6 – Targets and Monitoring; and
- Section 7 – Summary and Conclusion.

2. DSP Aims & Objectives

2.1. The Aims and Objectives of this DSP have been based on Camden's *'Planning Guidance- Transport*' (January 2021) and TfL's guidance *'Delivery and Servicing Plan Guidance'* (December 2020).

2.2. The aim of this DSP is to enable safe, clean and efficient deliveries to the site, benefiting the site users and site management, as well as passing pedestrians and cyclists. It is also to minimise motorised freight movements, mitigating against the negative impacts of freight movement in general, in particular those of motorised freight traffic.

2.3. The objectives of this DSP are:

- To minimise the impact of delivery and servicing movements to and from the site;
- Promote use of low emission vehicles for delivery and servicing; and
- Reduce local traffic congestion as a consequence of delivery and servicing activity.

3. Policy Context

3.1. This section sets out policy that is relevant to the delivery and servicing operation of a proposed development.

London Plan 2021

3.2. Chapter T7 '*Delivery, servicing and construction'* states that:

'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. Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.'

TfL Delivery and Servicing Plan Guidance (December 2020)

3.3. This guidance provides the tools and templates to prepare a DSP to support a planning application within London. The guidance states the following points should be covered and focused on within a DSP:

- *Safety so that parking and loading does not compromise the road safety or personal safety of pedestrians;*
- *Comfort to ensure the space that loading services need does not restrict pedestrian movement or create pinch points to create conflicts;*
- *Inclusivity to help ensure disabled people are not disadvantaged;*
- *Directness to allow pedestrians direct movement and prevent them having to deviate off their desire lines along the footway or crossing points;*
- *Legibility helps ensure the space supports intuitive behaviour so that any pedestrian knows where and how the space is used for delivery services;*
- *Attractiveness to support the look and feel of the street to enable a healthy streets outcome; and;*
- *Connectivity regarding the wider road network on how deliveries are managed. This is in relation to parking, loading, unloading and leaving.*

Freight and Servicing Action Plan

3.4. Freight is essential to London. It supports almost all aspects of life in the city. Without freight and servicing, the city would seize up. The Freight and Servicing Action Plan has been prepared to support the Mayors Transport Strategy. The Freight and Servicing Action Plan sets out the proposals within the Mayor's Transport Strategy relating to freight and servicing:

- *'Reduce danger posed by vehicles.*
- *Achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero.*
- *Seek to improve motorcycle safety.*
- *Reduce the number of lorries and vans entering central London in the morning peak (07:00-10:00) by 10 per cent by 2026.'*

Camden Local Plan 2017

3.5. Policy T4 '*Sustainable movement of goods and materials'* states that developments which create a significant number of vehicle trips for goods is expected to demonstrate how to:

- *minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads.*
- *accommodate goods vehicles on site.*
- *provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.*

3.6. LBC promote the use of cycle freight as an extension to cycle courier services by encouraging developers to make provision for cycle freight as part of a DSP. The Council will however seek to promote more sustainable means of freight transport and seek to minimise the movement of goods and materials by road.

3.7. Policy CC5 '*Waste*' states that:

- *developments include facilities for the storage and collection of waste and recycling.*

4. Delivery and Servicing Design and Management

Existing arrangement

4.1. Existing deliveries and servicing take place from Brooke Steet or the courtyard between Fox Court and 150 Holborn to the south which is accessed via Brooke Street. There are double yellow kerb markings along Gray's Inn Road, restricting on-street loading along Gray's Inn Road at all times. Therefore, it is expected that no existing delivery and servicing take places from Gray's Inn Road.

Proposed arrangement

4.2. The proposed development will provide a dedicated on-site loading bay which can be accessed from Brooke Street. The proposed on-site loading bay can accommodate delivery and servicing vehicles up to a 7.5T Panel Van. It is expected that most delivery and servicing vehicles will be Ford Transit or Luton Type vans and therefore can be accomodated within the loading bay.

4.3. There will be a loading dock within the loading bay. The loading height of most delivery vehicles will be compatable with the loading dock and goods can be transferred directly from the back of the delivery vehicle onto the loading dock. For vehicles with an uncompatable loading hight with the loading dock, there is sufficient space to open the rear doors and unload. A platform lift is provided to then transfer goods onto the loading dock.

4.4. A swept path of a 7.5T Panel Van and a 3.5T Van access and egress the loading bay is shown in Appendix A. Any deliveries or visits by servicing vehicles larger than a 7.5T Panel Van will stop on-street along Brooke Street where double yellow lines prevent on-street parking, however it is anticipated deliveries or visits from servicing vehicles larger than a 7.5T Panel Van will be infrequent. Goods will be carried directly from the loading bay into the development.

Refuse storage and collection

4.1. An Operational Waste Management Plan has been developed alongside this DSP which outlines the refuse storage requirement and provision.

4.2. Refuse collection will take place from Brooke Street. There are double yellow lines along Brooke Street, restricting on-street parking. The refuse collection vehicle can stop within 10m of the refuse store and refuse bins will be wheeled from the refuse store to the rear of the refuse vehicle. A dropped kerb will be provided to faciliate transfer of bins from the refuse store to the rear of the refuse collection vehicle along Brooke Street. It is anticpiated refuse collection will be undertaken by a private waste contractor.

Trip generation

4.3. In the absence of survey data from the existing site, the trip generation assessment of the delivery and servicing vehicles expected to visit the Site on a daily basis has been based on the TRICS sites selected in the trip generation assessment set out within the Transport Assessment (ref: WIE19467.101.2.2.3).

4.4. The proposed development is expected to generate an increase of 17 deliveries or visits by servicing vehicle a day. This equates to just over an additional delivery or visit by servicing vehicle an hour, which is expected to be accommodated within the on-site loading bay which is proposed to be provided as part of the development. The majority of delivery and servicing vehicles will be Ford Transit or Luton type vans.

4.5. Consolidation at the Site will be considered to reduce the number of delivery and servicing trips to the site. Camden currently run a consolidation centre in partnership with Islington. It has been accepted by the City of London that consolidation can reduce the number of deliveries by 50% or more (planning reference: 19/01345/FULMAJ and 21/00272/FULMAJ).

4.6. The TRICS output for the delivery and servicing trip generation is shown in Appendix B.

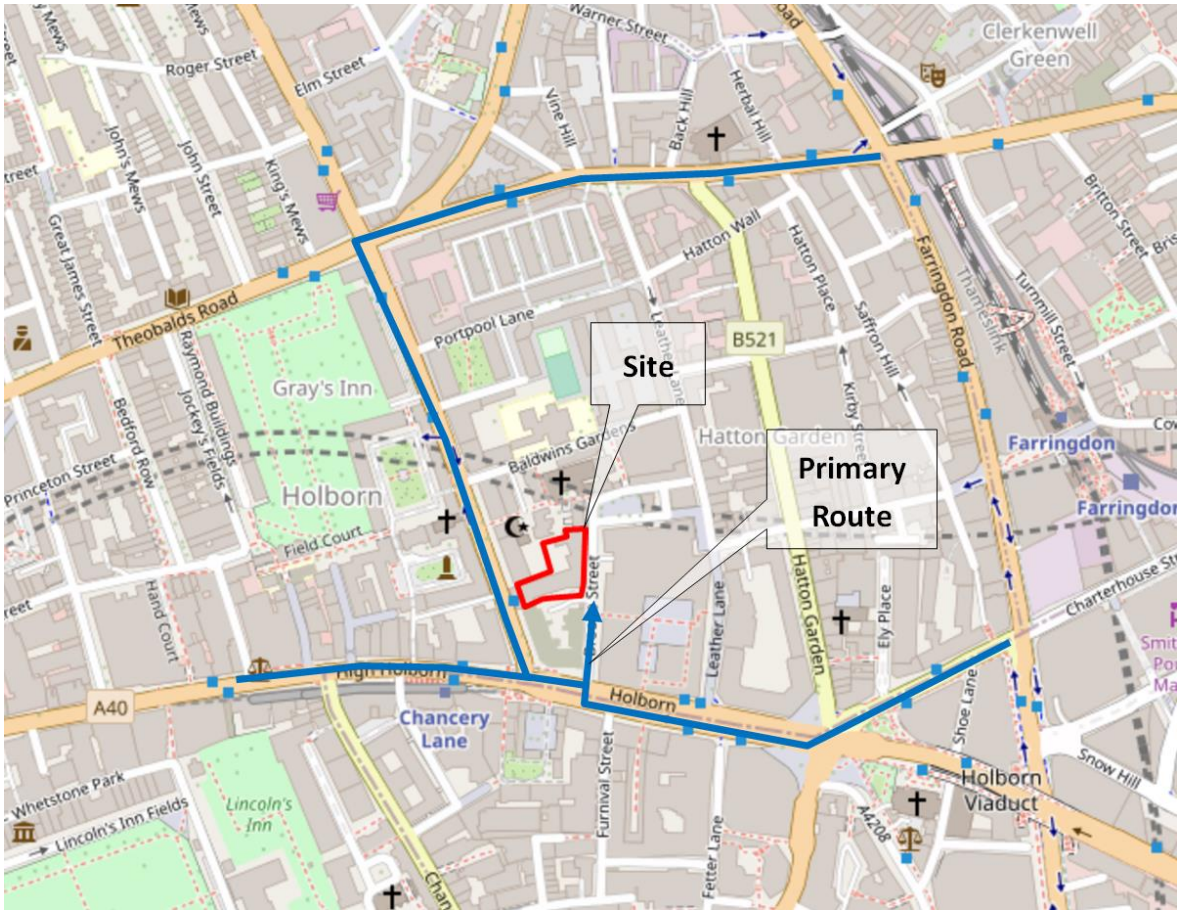
Delivery Route & Arrivals

4.7. At a local level, all delivery and servicing activity will take place from Brooke Street and utilise the loading bay located within the ground floor or stop on-street along Brooke Street. A booking system will be in place at the proposed development which will ensure there is a suitably trained member of staff ready facilitate the transfer of goods as necessary.

4.8. It is anticipated that most deliveries to and from the site will arrive via Farringdon Road (A201) which is part of the Transport for London Road Network (TLRN) or 'Red Route' via either the A40 (Holborn) or Gray's Inn Road . However the exact routing of vehicles will be dependent on the travel direction of the vehicles concerned and the previous delivery algorithm of servicing trips.

4.9. An overview of the primary route is provided within Figure 2.

Figure 2: Delivery Routes



4.10. It is considered that the majority of servicing will be undertaken with vehicles below 7.5T Panel Van. This can be reinforced through the DSP and booking system. In circumstances where a larger vehicle (>7.5t) is required, this will be managed through appropriately trained site management staff as larger vehicles are expected to stop on-street along Brooke Street, however deliveries by larger vehicles are expected to be infrequent.

Emergency Vehicle Access

4.11. It is proposed to retain the existing arrangement for emergency vehicle access, by using the surrounding highway network, namely A5200 Gray's Inn Road and Brooke Street.

5. Delivery & Servicing Plan Measures

5.1. TfL's Delivery and Servicing Plan Guidance states that measures should be considered to reduce the impact of delivery and servicing on the local highway network and site operation. The measures can be classified as either:

- Safe;
- Clean; and
- Efficient.

Safe

5.2. The DSP must show how potential conflicts with pedestrians and cyclists have been removed or managed.

Safer vehicles

5.3. The Applicant can use delivery and servicing contractors who are signed up to and associated with the Fleet Operator Recognition Scheme (FORS). FORS is a voluntary accreditation scheme that recognises operators who have adopted cleaner, safer and more efficient practices. By procuring supplies who are part of FORS, this will help encourage operators to adopt the latest safety and environmental standards.

Delivery and Servicing Strategy

5.4. Existing deliveries and servicing take place from Brooke Steet or the courtyard between Fox Court and 150 Holborn to the south which is accessed via Brooke Street.

5.5. The proposed development will provide a dedicated on-site loading bay which can be accessed from Brooke Street. The proposed on-site loading bay can accommodate delivery and servicing vehicles up to a 7.5T Panel Van. It is expected that most delivery and serivcing vehicles will be Ford Transit or Luton Type vans and therfore can be accomodated within the loading bay.

5.6. Any deliveries or visits by servicing vehicles larger than a 7.5T Panel Van will stop on-street along Brooke Street where double yellow lines prevent on-street parking, however it is anticipated deliveries or visits from servicing vehicles larger than a 7.5T Panel Van will be infrequent. Goods will be carried directly from the loading bay into the development

Delivery Restrictions

5.7. It is anticipated that delivery timing restrictions will be self-enforcing as most delivery drivers operate in the day outside of the peak hours to avoid the busiest times. Therefore it is anticipated most deliveries will be undertaken outside of peak hours. Night term deliveries will not be permitted to avoid impacting on surrounding residential units.

Cyclist safety

5.8. Brooke Street is not a marked cycle route, however is used as a cycle cut-through between Holborn and Leather Lane. The proposed development will provide an on-site loading bay, reducing the number of deliveries been undertaken on-street, reducing potential conflicts between unloading vehicles along Brooke Street and cyclists.

Vehicle Restrictions

5.9. Most delivery and servicing activity to the site will take place using a Ford Transit or Luton Type van. Delivery vehicles up to a 7.5T Panel Van can be accommodated within the on-site loading bay. The largest vehicle expected to regularly access the site will be a refuse vehicle, which would stop on-street along Brooke Street where there are double yellow line markings to prevent on-street parking. Deliveries by larger vehicles will be infrequent and will be treated as exceptional circumstances.

Clean

5.10. There are a number of schemes in place to mitigate delivery by motorised vehicle in London.

Low and Ultra-low Emission Zone

5.11. The Applicant will commission suppliers and contractors who operate vehicle fleets which comply with the Low and Ultra-low Emission Zone restrictions. This will be reviewed periodically to remain in accordance with any emerging clean air/traffic restrictions.

Direct Vision Standard and HGV Safety Permit

5.12. The Direct Vision Standard (DVS) and safety permit scheme for heavy goods vehicles (HGVs) requires operators of lorries over 12 tonnes gross vehicle weight to obtain a safety permit before entering and operating in most of Greater London. The Site management will ensure that deliveries to the Site lager than 12 tonnes comply with DVS and have an HGV Safety Permit. However it is anticipated most deliveries will be undertaken using a Transit or Luton Type van.

Cargo-bike Delivery

5.13. Short stay cycle parking will be provided in-line with the London Plan 2021 and Camden cycle parking standards. Short stay cycle parking can be provided within the courtyard between the Site and development to the south and the Brooke's Market square area. This will give cargo bike couriers a safe place to leave their bikes when delivering to the site.

Local Amenities

5.14. There are amenities and facilities within 800m walking distance of the site to meet the future Site users day-to-day needs. These amenities are outlined below:

- Tesco supermarket – 140m
- Leather Lane Market – 150m
- M&S Simply Food – 150m
- McDonald's and Wasabi – 200m

5.15. There are many recognisable brands of eat in and fast-food outlets, coffee shops, pubs, bars and restaurants along Holborn and within 800m of the site. The proximity to these amenities means that staff and visitors can source items locally without having to get them delivered. In addition, there is a DHL Express Service Point located adjacent to the site within the Robert Dyas. This will allow personal deliveries for staff to be made to the DHL Express Service Point, which can then be collected by staff, potentially reducing the number of DHL deliveries to the site.

Efficient

5.16. The management of delivery and servicing activities should be efficient to minimise the impact of delivery and servicing on the local highway network.

Timed deliveries

5.17. Regular and reoccurring deliveries associated with the office's operation (i.e. stationary) can be scheduled to be at the same time each week. This means there will always be an on-site staff presence when the delivery arrives, reducing the dwell time of the delivery vehicle as goods can be moved into the site quickly and efficiently.

Preferred suppliers

5.18. The Site management and office occupiers will use the same suppliers for regular or frequent deliveries. A list of preferred suppliers for the Site can be set up. This will ensure that delivery personnel will know the Site well and this could provide the opportunity for consolidation of common goods between Site occupiers (i.e one stationary delivery for the whole Site).

Personal Deliveries

5.19. Staff will be advised that personal deliveries to the Site will not be permitted. If staff wish to receive a personal delivery, they will be required to enter the delivery address as a nearby delivery drop-off point, such as the Post Office bordering the site to the north, the DHL Express Service Point in Robert Dyas adjacent to the site and there are Amazon Lockers nearby along Red Lion Street, Great New Street and Farringdon Street. The possibility of providing Amazon Lockers within the site will be explored by the Applicant. This will reduce the number of deliveries to the site.

Consolidation

5.20. Camden currently run a consolidation centre in partnership with Islington and the Applicant will explore the possibility of partnering with a London based consultation company to reduce the number of deliveries to the Site. It has previously been accepted by the City of London that consolidation can reduce the number of deliveries by 50% or more (planning reference: 19/01345/FULMAJ and 21/00272/FULMAJ).

Refuse Storage

5.21. The proposed development will provide a dedicated ground floor bin store which will be within 10m of the proposed collection point. The refuse store will be monitored and managed by site management staff and storage will be provided for both generate waste and recyclable waste. An Operational Waste Management Plan has been prepared alongside this DSP which outlines further details on the waste storage and management.

Refuse Collection

5.22. Refuse collection will take place on-street from Brooke Street as per the existing situation. There are double yellow lines along Brooke Street, preventing on-street parking. The refuse collection vehicle can stop within 10m of the refuse store and refuse bins will be wheeled from the refuse store to the rear of the refuse vehicle. A dropped kerb will be provided to faciliate transfer of bins from the refuse store to the rear of the refuse collection vehicle along Brooke Street. It is anticpiated refuse collection will be undertaken by a private waste contractor.

6. Targets and Monitoring

6.1. The DSP guidance states that targets should be provided to help direct the DSP. Monitoring will confirm if trips are being reduced and if mitigation measures are successfully implemented. The initial DSP targets are outlined below. These will be revised after the initial DSP baseline monitoring.

- Increase the number of deliveries using low or zero emission vehicles by 10%.
- Increase the number of deliveries by cargo bike by 10%.
- Have no reported delivery or servicing accidents or near misses in a year.

Monitoring

6.2. The DSP will be monitored alongside the Travel Plan (TP) and the Travel Plan Co-ordinator (TPC) will be responsible for the monitoring of the DSP as well as the TP.

6.3. The DSP will be monitored six months after first occupation of the office. A template for the baseline survey, and any further surveys is included within Appendix C of the TfL's guidance *'Delivery and Servicing Plan Guidance'* (December 2020). The scope of the survey will be agreed with LBC prior to undertaking the survey.

6.4. A follow up monitoring survey will be undertaken at years 1, 3 and 5 following the baseline survey, in-line with the monitoring timescales of the TP. A monitoring report of the DSP follow up surveys will be prepared by the TPC and submitted to LBC. Should the targets set out for the DSP not be met, then further DSP measures can be explored by the Applicant and discussed with LBC.

6.5. The surveys can help look for a 'quick win' which could be finding more than one similar delivery a day or week that the site could combine into one order, or to ensure deliveries are outside of peak hours, using emission compliant vehicles.

Enforcement

6.6. This DSP has been prepared for the purpose of planning and therefore is currently considered an 'Outline' DSP. An updated DSP will be secured through an appropriately worded planning condition or within the S106, which will include a commitment to the baseline monitoring of the DSP and monitoring years 1, 3 and 5 after the baseline survey.

6.7. LBC will be notified of any change the occupancy of the development that may have a material change on the approved DSP (or any revisions to it) as soon as is reasonably practicable.

7. Summary and Conclusion

7.1. Waterman Infrastructure & Environment Ltd ('Waterman') has been appointed by Clare Real Estate (14 Gray's Inn Road) Limited (the 'Applicant') to prepare a Delivery and Servicing Plan (DSP) in support of an application for a proposed redevelopment and extension at Fox Court, London, WC1X 8HN (the 'Site'). The proposals seek to increase the existing floor area by 9,652 sqm (GEA).

Background

7.2. The existing site is occupied by a nine-story building providing circa 15,319sqm GEA floor area of office space. The development proposals are for the refurbishment and extension of the existing office building to provide a total of 24,971sqm office floor area (GEA). The proposals will increase the existing floor area by 9,652sqm GEA. The existing car park will be removed and repurposed for cycle parking and other ancillary features.

7.3. The Site is bound by Gray's Inn Road to the west, Brooke Street to the east, a commercial building to the south and a mix of commercial / residential buildings to the north.

Aims and Objectives

7.4. The aim of this DSP is to enable safe, clean and efficient deliveries to the site, benefiting the Site users and Site management, as well as passing pedestrians and cyclists. It is also to minimise motorised freight movements, mitigating against the negative impacts of freight movement in general, in particular those of motorised freight traffic.

Delivery and Servicing Design and Management

7.5. The proposed development will provide a dedicated on-site loading bay which can be accessed from Brooke Street and will be accessible for vehicles up to a 7.5T Panel Van. Any deliveries or visits by servicing vehicles larger than a 7.5T Panel Van will stop on-street along Brooke Street where double yellow lines prevent on-street parking, however it is anticipated deliveries or visits from servicing vehicles larger than a 7.5T Panel Van will be infrequent.

7.6. The proposed development is expected to generate an increase of 17 deliveries or visits by servicing vehicle a day. This equates to just over an additional delivery or visit by servicing vehicle an hour, which is expected to be accommodated within the on-site loading bay.

Delivery and Servicing Plan Measures

7.7. A number of measures are proposed within this DSP to further ensure that the proposed delivery and servicing strategy is safe, efficient, and clean. These measures have been informed by Camden's 'Planning *Guidance – Transport'* (January 2021) and TfL's guidance *'Delivery and Servicing Plan Guidance'* (December 2020).

Monitoring and Review

7.8. A monitoring regime for the DSP have been proposed. Monitoring the DSP can help look for a 'quick win' which could be identifying more than one similar delivery a day or week.

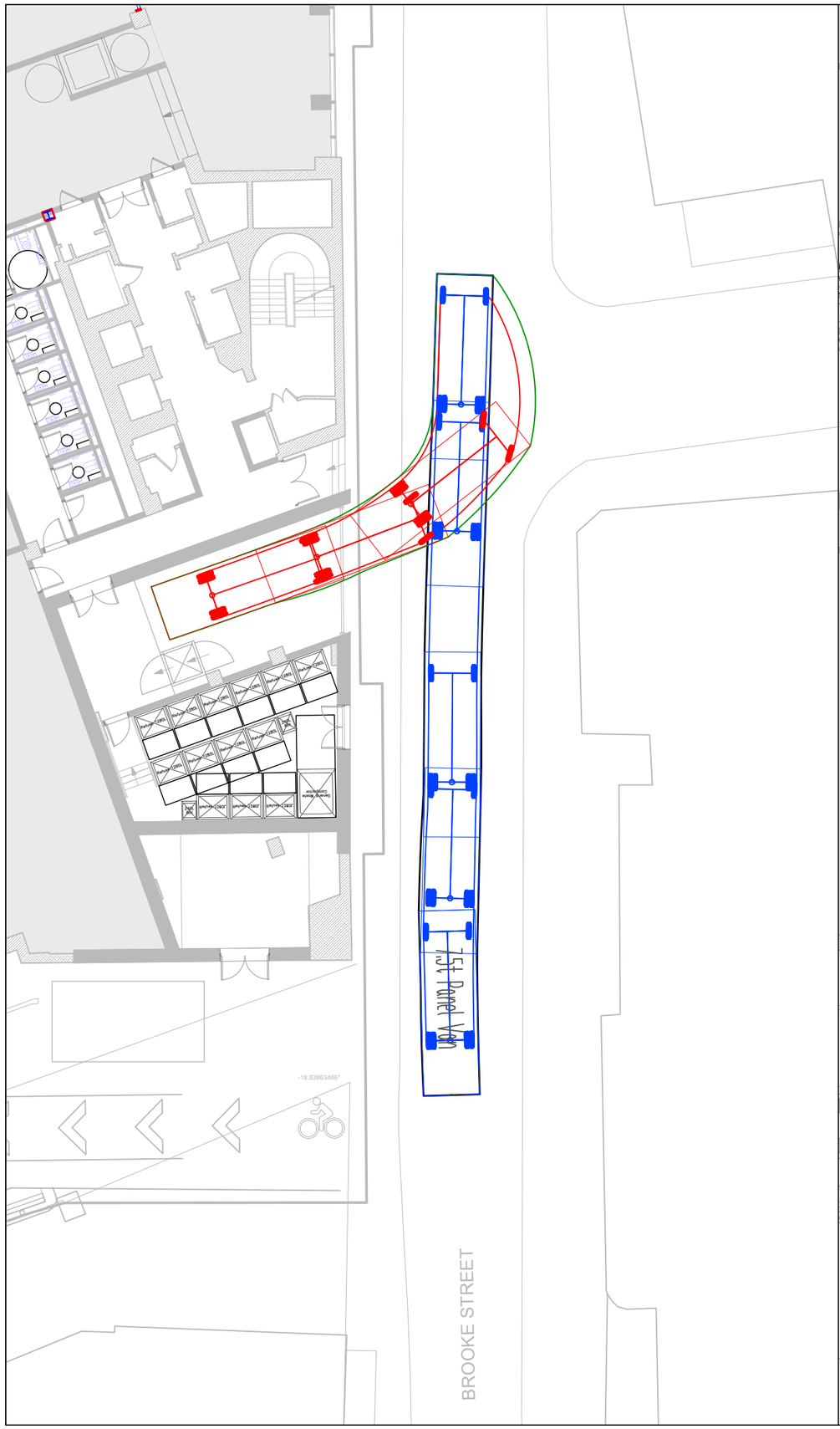
Conclusion

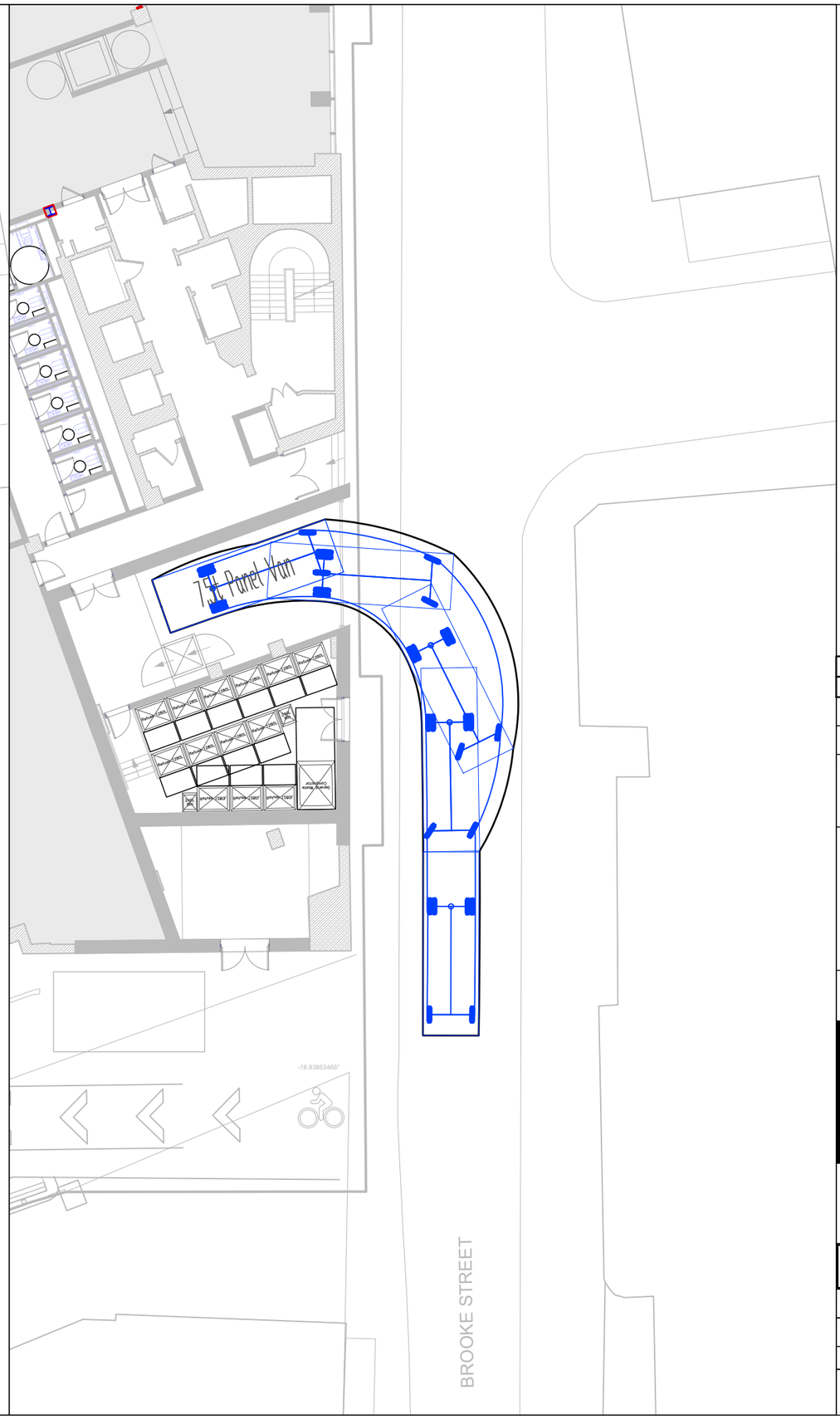
7.9. This DSP has been prepared in-line with Camden's '*Planning Guidance – Transport'* (January 2021) and TfL's guidance *'Delivery and Servicing Plan Guidance'* (December 2020).

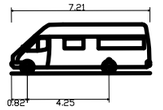
7.10. The DSP outlines that delivery and servicing will take place on-site from a loading bay accessible from Brooke Street. The proposed development is expected to generate an increase of 17 deliveries or visits by servicing vehicle a day, however these deliveries can be accommodated on-site and therefore it is considered the proposed delivery and servicing strategy will have a negligible impact on the operation and safety of the surrounding highway network and on pedestrians, cyclists, and vehicle users.

APPENDICES

A. Swept Path Analysis







7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Date	Description	By	Chk
P01	25.07.23	LOADING BAY UDPATED	JH	MP
P01	17.07.23	ISSUED	JH	MP

Amendments

Project

FOX COURT

Title

SWEPT PATH ANALYSIS
7.5t Panel Van

Client

General Projects and Valeo Capital

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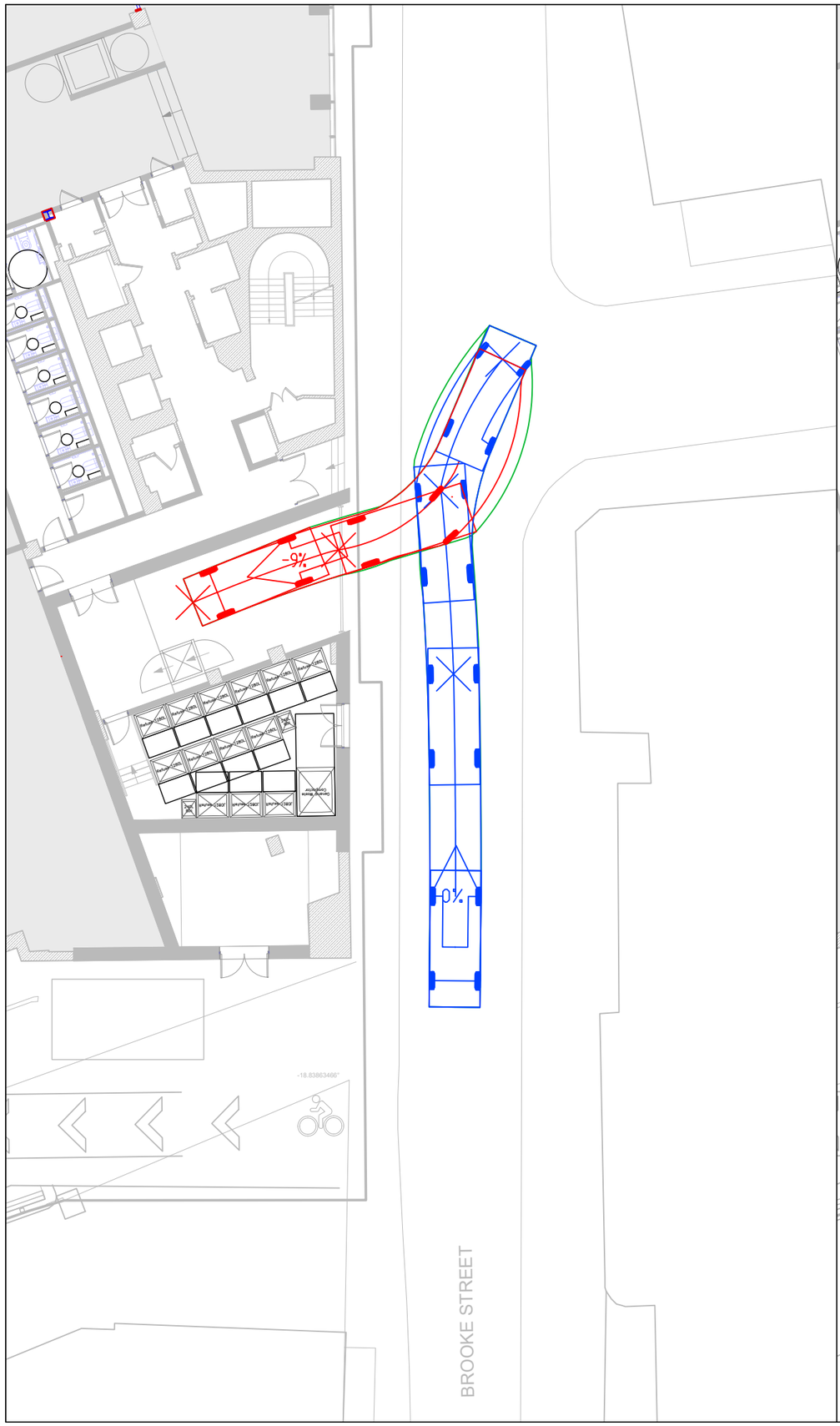
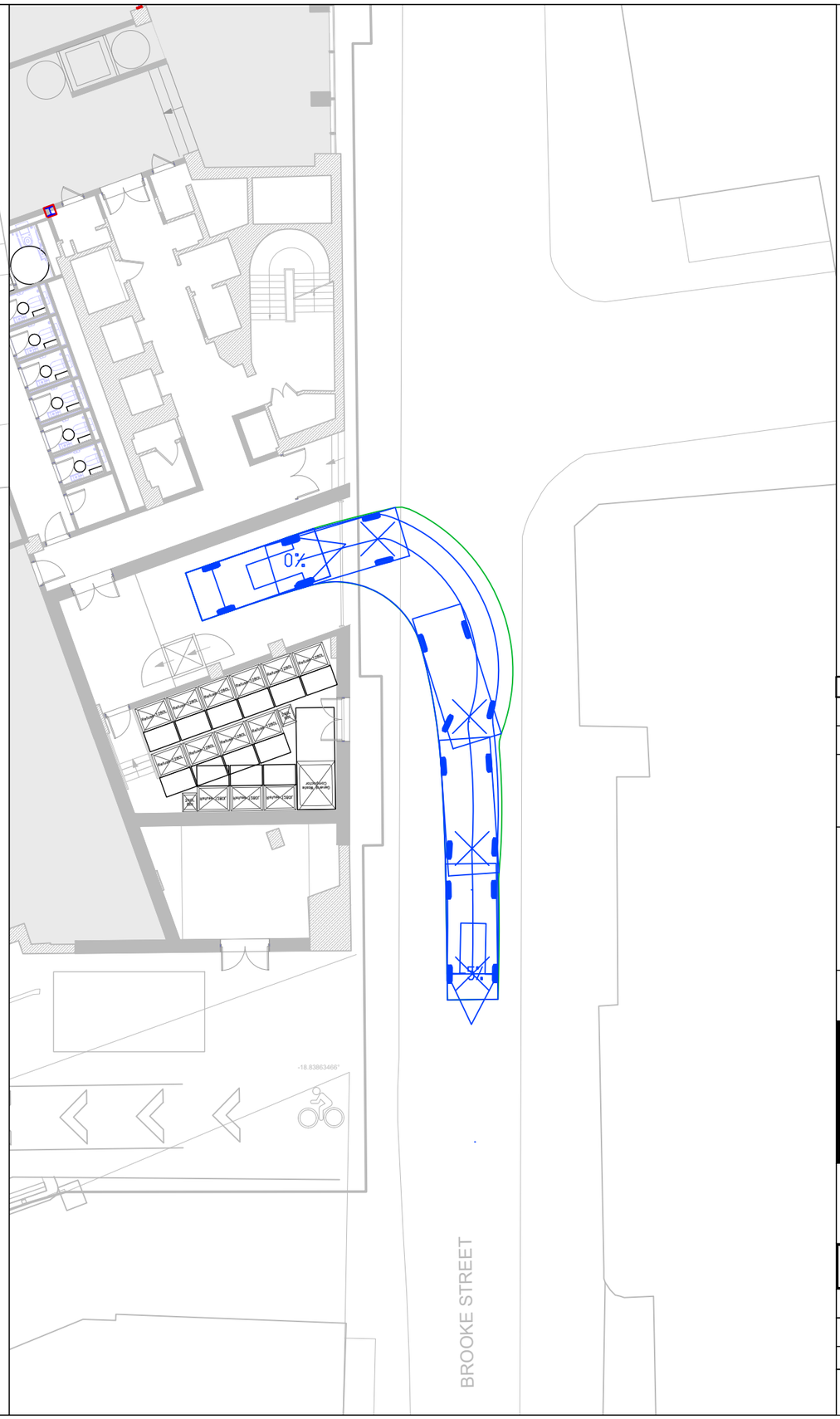
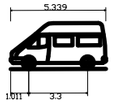
WIP S0

Designed By	Director	Waterman Ref
JH	AB	WIE19467
Drawn By	**Date**	**Scales @ A3**
GF	07/06/2023	1:200

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE19467-SA-0002	P02







3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Rev	Date	Description	By	Chk
P01	25.07.23	ISSUED	JH	MP

Amendments

Project

FOX COURT

Title

SWEPT PATH ANALYSIS
3.5t Panel Van

Client

General Projects and Valeo Capital

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WIP S0

Designed By	Director	Waterman Ref
JH	AB	WIE19467
Drawn By	**Date**	**Scales @ A3**
GF	07/06/2023	1:200

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE19467-SA-0005	P01

B. TRICS Output

Calculation Reference: AUDIT-701701-230704-0748

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	2 days
	LB	LAMBETH	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: 10200 to 26639 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 28/06/22

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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 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 undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town 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	3

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	15 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

100,001 or More	3 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	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:

Yes	2 days
No	1 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:

6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1 CN-02-A-03 PLANNING & ENGINEERING CAMDEN
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

2 CN-02-A-04 OFFICE CAMDEN
CHARTERHOUSE STREET
FARRINGDON

Town Centre
Built-Up Zone
Total Gross floor area: 20129 sqm
Survey date: TUESDAY *28/06/22* *Survey Type: MANUAL*

3 LB-02-A-01 START UP OFFICES & STUDIOS LAMBETH
DURHAM STREET
VAUXHALL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 10200 sqm
Survey date: MONDAY *19/11/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-02-A-01	No servicing trip rate
TH-02-A-01	Not used previously

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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): 17.01

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	18989	0.046	3	18989	0.019	3	18989	0.065
08:00 - 09:00	3	18989	0.112	3	18989	0.044	3	18989	0.156
09:00 - 10:00	3	18989	0.067	3	18989	0.040	3	18989	0.107
10:00 - 11:00	3	18989	0.063	3	18989	0.054	3	18989	0.117
11:00 - 12:00	3	18989	0.047	3	18989	0.058	3	18989	0.105
12:00 - 13:00	3	18989	0.046	3	18989	0.040	3	18989	0.086
13:00 - 14:00	3	18989	0.033	3	18989	0.037	3	18989	0.070
14:00 - 15:00	3	18989	0.033	3	18989	0.046	3	18989	0.079
15:00 - 16:00	3	18989	0.028	3	18989	0.046	3	18989	0.074
16:00 - 17:00	3	18989	0.037	3	18989	0.056	3	18989	0.093
17:00 - 18:00	3	18989	0.018	3	18989	0.060	3	18989	0.078
18:00 - 19:00	3	18989	0.021	3	18989	0.056	3	18989	0.077
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.561			0.566			1.127

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.*

Parameter summary

Trip rate parameter range selected:	10200 - 26639 (units: sqm)
Survey date date range:	01/01/15 - 28/06/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 show. 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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	18989	0.012	3	18989	0.007	3	18989	0.019
08:00 - 09:00	3	18989	0.023	3	18989	0.014	3	18989	0.037
09:00 - 10:00	3	18989	0.016	3	18989	0.016	3	18989	0.032
10:00 - 11:00	3	18989	0.025	3	18989	0.026	3	18989	0.051
11:00 - 12:00	3	18989	0.012	3	18989	0.019	3	18989	0.031
12:00 - 13:00	3	18989	0.023	3	18989	0.018	3	18989	0.041
13:00 - 14:00	3	18989	0.016	3	18989	0.021	3	18989	0.037
14:00 - 15:00	3	18989	0.026	3	18989	0.030	3	18989	0.056
15:00 - 16:00	3	18989	0.009	3	18989	0.014	3	18989	0.023
16:00 - 17:00	3	18989	0.012	3	18989	0.019	3	18989	0.031
17:00 - 18:00	3	18989	0.004	3	18989	0.004	3	18989	0.008
18:00 - 19:00	3	18989	0.000	3	18989	0.000	3	18989	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.178			0.188			0.366

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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