Mount Pleasant Site Framework Delivery and Service Plan Project Number VN50127 | April 2013



Mount Pleasant Framework Delivery and Service Plan



Mount Pleasant

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Document history and status

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MOUNT PLEASANT - ERRATA NOTE

This note has been prepared by DP9 on behalf of the Royal Mail Group Ltd. The note should be read in conjunction with all documents and plans submitted in support of the following planning applications:

- The Calthorpe Street planning and associated conservation area consent applications to the London Borough of Islington; and
- The Phoenix Place planning application to the London Borough of Camden.

The above applications were submitted simultaneously to the relevant Local Planning Authority on 1 May 2013. Following the submission of the applications the London Borough of Camden requested that the redline application boundary for the Phoenix Place application was re-drawn to mirror the administrative boundary down the centre of Phoenix Place.

As a consequence, the redline boundary for both applications has been withdrawn and amended plans submitted to the relevant Local Planning Authority, alongside this Errata Note. The redline boundary change affects the site areas as follows:

- Calthorpe Street Site From 2.22 ha to 2.36 ha
- Phoenix Place Site From 1.31 ha to 1.17 ha

For the avoidance of doubt, the application proposals for the Mount Pleasant Site as a whole are unaffected and the documents submitted in support of each application remain valid and robust.

The table below lists the application documents submitted for each planning application and whether, other than plans showing the respective redline boundary and resultant site areas, this change affects the documents or conclusions.

APPLICATION DOCUMENT	EFFECT OF THE REDLINE BOUNDARY CHANGE
Documents submitted in support of the	Calthorpe Street Site application only
Planning Application Form, Land	Unaffected
Ownership Certificate A and	
Agricultural Holdings Certificates;	
The Covering Letter	Unaffected

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Design and Access Statement: Volume D	Density calculations on page 45 amended to 1,036 habitable rooms
2: Calthorpe Street Development W	within a site area of 2.36ha to provide a density calculation of 438
h	abitable rooms/hectare.
Calthorpe Street Waste Management U	Jnaffected
Plan	
Calthorpe Street Framework Travel Plan U	Jnaffected
Calthorpe Street Operational Waste Plan U	Jnaffected
Calthorpe Street Sustainability U	Jnaffected
Statement including Code for	
Sustainable Homes Pre-Assessment and	
BREEAM Pre-Assessment	
	Jnaffected
including Overheating Report	
Documents submitted in support of the Phoeni	ix Place Site application only
Planning Application Form, Land U	Jnaffected
Ownership Certificate B and	
Agricultural Holdings Certificates	
The Covering Letter U	Jnaffected
	Density calculations on page 31 amended to 1,077 habitable rooms
	within a site area of 1.17 to provide a density calculation of 921
h	abitable rooms/hectare.
Phoenix Place Waste Management Plan U	Jnaffected
Phoenix Place Framework Travel Plan U	Jnaffected
Phoenix Place Operational Waste Plan U	Inaffected
Phoenix Place Sustainability Statement U	Jnaffected
including Code for Sustainable Homes	manocod
Pre-Assessment and BREEAM Pre-	
Assessment and BRELAWITE	
7 ISSESSITION	

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Phoenix Place Energy Strategy including	Unaffected				
Overheating Report					
The application documents which assess the Development across the Site are set out below					
Planning Statement which includes the	Density calculations for Calthorpe Street (page 37) amended to 1,036				
Economic and Regeneration Statement	habitable rooms within a site area of 2.36ha to provide a density				
and draft Section 106 Heads of Terms	calculation of 438 habitable rooms/hectare.				
	Density calculations for Phoenix Place (page 38) amended to 1,077				
	habitable rooms within a site area of 1.17 to provide a density				
	calculation of 921 habitable rooms/hectare.				
Design and Access Statement: Volume	Unaffected				
1: Mount Pleasant					
Environmental Statement: Volume 1:	Unaffected				
Main Text					
Environmental Statement: Volume 2:	Unaffected				
Figures					
mental Statement: Volume 3:	Unaffected				
Townscape, Visual and Built Heritage	Charlotted				
Assessment					
Environmental Statement Volumes 4A	Unaffected				
to 4F (Appendices)					
Environmental Statement Non-Technical	Unaffected				
Summary					
Public Realm and Playspace Strategy	Unaffected				
1 done Realm and I layspace Strategy	Unanected				
Housing Statement	Unaffected				
Internal Daylight and Sunlight	Unaffected				
Assessment					
D 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
Residential Travel Plan	Unaffected				
Delivery and Servicing Plan	Unaffected				
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MOUNT PLEASANT ROYAL MAIL GROUP LTD

Framework Construction Logistics Plan	Unaffected
Parking Management Plan	Unaffected
Health Impact Assessment	Unaffected
Community Involvement Report	Unaffected

DP9

4 June 2013

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1 Introduction

- 1.1 Background
- 1.1.1 SKM Colin Buchanan (SKM CB) has been appointed by Royal Mail Group Limited (RMG) to provide a delivery and servicing plan (DSP) in relation to the proposed redevelopment of their Mount Pleasant Sorting Office, in Clerkenwell, London.
- 1.1.2 The DSP has been produced with reference to:
 - The London Freight Plan
 - TfL guidance on DSPs
 - DfT guidance on Delivery Plans
- 1.1.3 TfL guidance states that a DSP can help organisations:
 - Manage deliveries to reduce the number of trips, particularly during the morning peak, thereby reducing congestion
 - Identify where safe and legal loading can take place to reduce the potential risk of accidents
 - Commission delivery companies who can demonstrate their commitment to best practice and allow the site to achieve environmental goals including reducing CO2 emissions
 - Save money by reducing the unit cost of travel through consolidation
- 1.1.4 The DSP is therefore structured as follows:
 - Section 2 details the sites existing delivery and servicing strategies in terms of existing access points
 - Section 3 provides a brief summary of the redevelopment proposals and considers how they
 will impact upon the existing delivery and service management strategies.
 - Section 4 details a number of qualitative measures that the developer could introduce mitigate the impacts of servicing and deliveries.
 - Section 5 details a future strategy in terms of integrating the DSP into the site Travel Plan.
 - Section 6 provides a summary and conclusion.



2 Existing Delivery and Service Vehicle Strategy

2.1 Introduction

- 2.1.1 This section of the report identifies the existing arrangements for Royal Mail operational vehicles. It should be noted that this DSP does not cover these existing operational movements, but focuses on the proposed residentially led mixed use development. Goods vehicles ranging from pool cars, transit vehicles and medium goods vehicles to larger rigid vehicles and articulated vehicles currently serve the site as part of Royal Mail's operation.
- 2.1.2 This section identifies the existing delivery and servicing strategy in terms of access points, and set down areas.
- 2.2 Existing Delivery and Servicing Access Points
- 2.2.1 The site currently benefits from off-street servicing only for the Royal Mail operation. As such, delivery vehicles to this site do not disrupt the throughflow of traffic along any local roads through on-street parking / loading.
- 2.2.2 As identified in the Mount Pleasant Transport Assessment, the service yard to the north of the Sorting Office building occupies the north-eastern part of the Site (the Calthorpe Street site) and is used for the unloading and loading of deliveries to the Royal Mail Sorting Office. This service yard comprises two levels, with upper and lower level parking and loading areas connected by ramps.
- 2.2.3 The Calthorpe Street site is divided into three distinct servicing and delivery areas:
 - Calthorpe Street Site 'Bathtub' operational parking, and vehicle wash and refuelling facility The 'bathtub' is accessed via a one-way ramp leading down from the Farringdon Road access. Once in the 'bathtub' car park, drivers have the option of parking, or accessing the loading / unloading area on the southern side of the Calthorpe Street Site. The loading / unloading area is accessed via a ramp leading up from the 'bathtub'. On exiting the loading / unloading area, vehicles continue in an anti-clockwise direction to exit the Site via the Farringdon Road access. Vehicles exiting the bathtub area also have the option of exiting vis the Phoenix Place junction.
 - Calthorpe Street Site ground floor operational parking and loading areas (on the northern boundary of the Site, accessed via Farringdon Road). Drivers have the option of parking in this area, or continuing anti-clockwise to enter the loading / unloading area at the southern end of the Calthorpe Street Site. On exiting the loading / unloading area, vehicles continue in an anti-clockwise direction to exit the Site via the Farringdon Road access. They also have the option of making use of the Phoenix Place exit.
 - EC Delivery area which is within the basement of the existing building; this accommodates 23 loading bays and is used by vans only. This area is accessed via the corner of the Mount Pleasant/ Phoenix Place junction, with an exit provided onto Phoenix Place.

2.2.4 These various vehicle access points are illustrated on Figure 1.

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2.2.5 The Phoenix Place site is used as a car park for Royal Mail staff and is accessed directly off Phoenix Place. Occasionally it is used to park operational vehicles however its main function is as a staff car park.



3 Proposed Servicing and Delivery Trips

- 3.1 Introduction
- 3.1.1 It should be noted that the operational vehicles which access the Royal Mail Sorting Office are not considered in this DSP since this does not form part of the planning application. Therefore, this section describes the servicing and delivery strategy for the proposed land uses which form part of the planning application. The servicing and delivery accesses for each plot are discussed as well as the likely traffic generation of delivery and service vehicles for the proposed land uses.
- 3.2 Proposed Delivery and Servicing Accesses

Calthorpe Street Site

- 3.2.1 The servicing entrance to the Calthorpe Street site will be via a new priority junction off Calthorpe Street. This provides access to the basement car park as well as an internal route running through the site. Access to this route is to be controlled through the use of automatic bollards, which would be managed by the on-site concierge, therefore only allowing access for delivery and servicing vehicles. The bollards would also ensure that any cars exiting for the basement car park do not access the internal route through the site. The on-site concierge would be responsible for all delivery drop-offs to the residential units.
- 3.2.2 Refuse and delivery /servicing vehicles to the Calthorpe Street site will continue through a one-way route through the site, which then exit onto Farringdon Road. Within the site there are a number of areas which can accommodate a 10m rigid vehicle adjacent to the vehicle route, whilst the vehicle route can accommodate vehicles up to an LB Islington Refuse vehicle (the largest vehicle anticipated to access the site). It should be noted that these are not formal loading bays but simply areas which can accommodate large vehicles making deliveries to the residential/commercial uses without blocking the internal vehicle route. All of these vehicles would exit via Farringdon Road and be restricted to making left turns only into Farringdon Road, and the kerb radii of this servicing exit has been designed to discourage a right turn. An automatic bollard would also restrict any vehicles trying to enter the site from Farringdon Road. Figure 2 illustrates the overall scheme and access strategy.
- 3.2.3 In order to incorporate the servicing route exit through the Calthorpe Street site, the existing bus stop cage markings on Farringdon Road would require amendments, and this is discussed further in the Transport Assessment. Swept paths are also provided in the Transport Assessment.
- 3.2.4 It is intended that any deliveries to the residential units fronting onto Calthorpe Street take place within the site itself.

Phoenix Place Site

3.2.5 Refuse, deliveries and servicing for the Phoenix Place are proposed to take place from Gough Street, Phoenix Place and Mount Pleasant, and this has been agreed with highways officers at LB Camden. The parking on these roads has been rationalised to incorporate dedicated loading bays – a total of 4 are being provided. Two located on Phoenix Place, one on Mount Pleasant,



and one on Gough Street – details of which can be found in the Design and Access Statement. It should be noted that the existing number of on-street parking spaces is to be retained. Figure 2 illustrates the overall scheme and access strategy. Swept paths are provided in the Transport Assessment.

3.3 Schedule of Development

3.3.1 Table 3.1 displays the proposed schedule of development per plot. The development schedule for the two sites is summarised in Error! Reference source not found. It should be noted that a flexible permission is sought for all of the commercial uses (with the exception of the B1 Office use). The land use which would generate the highest level of delivery vehicle trips for this flexible commercial use would be A1 food and therefore this has been assumed in the DSP to consider the worse case scenario.

Table 3.1:	Schedu	le of L	Devel	lopment

Site name	Plot number	Residential Units	Office (sqm GFA)	Flexible commercial use sqm GFA
Calthorpe Street	C1	181	0	835
Califorpe Street	C2	155	4701	737
Phoenix Place	P1	214	0	604
r noenix r lace	P2	131	0	283
Total		681 Units	4701 sqm GFA	2459 sqm GFA

- 3.3.2 In order to gain an appreciation of the proposed levels of servicing and deliveries at the Site, the predicted level of delivery and servicing vehicle trips produced by the residential and commercial parts of the development has been investigated and is discussed in further detail below.
- 3.4 Servicing Trip Rates
- 3.4.1 The TRAVL database was interrogated to find similar sites to the proposed development, which contain servicing information. The sites displayed in Table 3.2 were selected for the weekday analysis. No TRAVL data was available for the weekend analysis. Therefore, weekend delivery and servicing trips are assumed to be the same as in the weekday.

Table 3.2: Monday-Friday TRAVL Selected Sites for Delivery and Servicing

Land Use	Site	Borough	Survey Date	PTAL
A1 Food Retail	Waitrose	Westminster	10/06/2010	6
Residential	Albion Wharf (Affordable)	Battersea	19/04/2005	4
Residential	Exeter Road / Edison Close	Walthamstow	03/02/1999	3



Land Use	Site	Borough	Survey Date	PTAL
	Grosvenor Waterside	Westminster	22/10/2008	2
	Merryweather Place	Greenwich	03/11/2011	4
	Osier Crescent	Muswell Hill	02/05/2007	1
	Parliament View Apts (Private)	Lambeth	23/11/2004	4
	Assoc of London Gov	Southwark	02/12/2004	6
	Baltic Exchange	City of London	08/02/2005	6
Office	Buckingham Palace Road	Westminster	26/03/2007	6
Office	Ecclestone Place	Westminster	26/03/2007	6
	Highbury House Coms	Islington	23/04/2001	6
	MVA Transport Consultancy	Westminster	14/06/2006	6
	Windsor House	Westminster	26/03/2007	6

3.4.2 The resultant 24 hour Monday-Friday servicing vehicle trips generated by the TRAVL selected sites are displayed in Table 3.3 below. The full set of 24 hour (0000-2400) serving trip rates are contained within Appendix A.

Table 3.3: Monday – Friday 24 Hour Servicing Vehicle Trip Generation

Plot	Monda	ay – Friday	24 hour use	_	trips pe	er land	To servi	cing
Number	Resid	dential	Off	ice	A1 I	Food	trips o hou	
	In	Out	In	Out	In	Out	In	Out
C1	11	11	0	0	8	7	19	18
C2	9	10	27	27	7	7	43	44
P1	13	13	0	0	6	6	19	19
P2	8	8	0	0	6	6	14	14
Total	41	42	27	27	28	25	95	94

- 3.4.3 Table 3.3 shows that sites C1 and C2 produce a combined total of 62 inbound and 62 outbound vehicles. Site P1 produces 19 inbound and 19 outbound service vehicle movements. Site P2 produces 14 inbound and 14 outbound movements during the weekday 24hour period.
- 3.4.4 Table 3.4 displays the resultant AM peak hour servicing trips.



Table 3.4: Monday to Friday AM Peak hour servicing trips

Plot		AM Peak Hour Residential, Residential In Out 1 1 1 1 1 2 1 1 4 5						icing
Number	Resid	dential	Off	fice	A1 I	Food	trips o	ver 24 urs
	In	Out	In	Out	In	Out	In	Out
C1	1	1	0	0	0	1	1	2
C2	1	1	4	4	0	1	5	6
P1	1	2	0	0	0	0	1	2
P2	1	1	0	0	0	0	1	2
Total	4	5	4	4	0	2	8	12

- 3.4.5 Table 3.4 demonstrates that the whole development is likely to create only 8 inbound and 12 outbound service trips during the Mon-Fri AM peak hour.
- 3.4.6 Table 3.5 displays the resultant Monday Friday PM peak hour servicing trips.

Table 3.5: Monday to Friday PM peak hour servicing trips

Plot	PM Pe	eak Hour S	ervicing use	• •	00-1900	for all	serv	tal icing
Number	Resid	dential	Off	ice	A1 I	Food		ver 24 urs
	In	Out	In	Out	In	Out	In	Out
C1	0	0	0	0	0	0	0	0
C2	0	0	1	1	0	0	1	1
P1	0	0	0	1	0	0	0	1
P2	0	0	0	0	0	0	0	0
Total	0	0	1	2	0	0	1	2

- 3.4.7 Table 3.5 demonstrates that the whole development is likely to create only 1 inbound and 2 outbound service / delivery trips during the Mon-Fri PM peak hour.
- 3.5 Vehicle Types
- 3.5.1 Table 3.6 displays the proposed service and delivery vehicle types at the Site, based on the vehicle types as used in the TRAVL surveys, over a 24 hour period.



Table 3.6: Monday – Friday 24 hour Service Vehicle Type

Type of Vehicle	Resid	lential	Off	ice	A1 F	ood
Type of Verlicle	In	Out	In	Out	In	Out
Car deliveries	0%	0%	17%	17%	7%	8%
Motorcycle deliveries	0%	0%	10%	10%	0%	0%
Small Van deliveries	0%	0%	0%	0%	0%	8%
Transit 2 axle <7.5 t	0%	0%	7%	7%	7%	8%
Transit (single rear tyre)	88%	87%	23%	23%	21%	15%
Rigid 2 axles	0%	0%	0%	0%	14%	15%
Rigid 3 axles	12%	12%	43%	43%	14%	8%
Rigid 4 axles	0%	0%	0%	0%	7%	8%
Artic 3-4 axles	0%	2%	0%	0%	29%	31%
Total	100%	100%	100%	100%	100%	100%

- 3.5.2 Table 3.6 indicates that approximately 88% of the residential servicing and delivery trips for the site are likely to be made by a transit vehicle. Only 12% of residential servicing and delivery trips are expected to be made by an HGV.
- 3.5.3 For the office use, 43% of delivery and servicing trips are predicted to be made by HGVs (Rigid 3 axle vehicles) and 30% by transit. Car and motorbike deliveries account for 27% of office delivery and servicing trips.
- 3.5.4 A1 food retail attracts approximately 65% HGVs (4 axle articulated vehicles, 2 4 axle rigid vehicles) and 35% smaller delivery vehicles (car, small vans and transit vehicles). However, articulated delivery vehicles for residential and commercial uses will not be entitled to access the site. Therefore, deliveries must be managed to avoid articulated vehicle deliveries.
- 3.5.5 The TRAVL analysis has shown that a significant amount of delivery and service vehicle movements to the site can be undertaken by smaller vehicles (car and transit).
- 3.5.6 The developer will make all reasonable endeavours to appoint delivery companies where the type and size of delivery vehicle can be specified.
- 3.5.7 Table 3.4 and Table 3.5 have shown that a minimal amount of delivery and servicing trips are proposed at the site during Monday Friday peak hours. Comparison between these tables and Table 3.6 show that very few HGVs are expected to access the site during the peak hours.
- 3.6 Access Routes
- 3.6.1 Where possible, service delivery access routes will be limited to the principal road network, namely Farringdon Road and Kings Cross Road. Smaller streets and residential streets, apart

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- from the site access roads (Gough Street, Phoenix Place, Calthorpe Street, Rosebery Avenue), are not recommended as delivery and servicing routes to the site.
- 3.6.2 All suppliers will be provided with detailed information regarding the site location, routes and site access, to ensure that deliveries are made as efficiently as possible.
- 3.7 Hours of Operation
- 3.7.1 TRAVL analysis has revealed that all delivery and servicing for the proposed residential and commercial land uses is expected to occur between 0700-1700.



4 Proposed Qualitative Measures

- 4.1 Introduction
- 4.1.1 This section outlines qualitative measures that could be implemented by the occupiers / management company to manage access by servicing and deliveries vehicles. These qualitative measures are relevant to all residential and commercial land uses on site.
- 4.1.2 Subsequent sections will detail how the success of implementing these measures will be assessed through both Residential and Commercial Travel Plan updates.
- 4.1.3 The strategy will apply to:
 - Deliveries and collections
 - Servicing trips including maintenance
 - Cleaning and waste removal
 - Catering and vending
- 4.2 DSP Responsibility
- 4.2.1 The responsibility for all aspects of the DSP, including the baseline delivery and servicing vehicle survey, will fall within the remit of the Travel Plan Coordinator (TPC) who will be employed on site. The TPC role will be part of an existing full time role, with the TPC primarily based on site in order to deal with any travel plan issues.
- 4.3 Residential and Commercial Delivery and Service Timing
- 4.3.1 The majority of freight delivery activity to commercial organisations takes place during traditional working hours of 0700-1700. Fewer movements occur during the evening peak period.
- 4.3.2 Inviting flexibility in delivery timing allows delivery and service vehicles to access the site outside of peak hours, removing its contribution to local congestion.
- 4.3.3 The flexibility of delivery timing is typically dependent on the recipient, requiring an individual to be on-site to accept receipt. A concierge will be present on site at the residential units (for the Calthorpe Street site). Therefore the potential exists for certain deliveries to be received outside of peak periods.
- 4.3.4 A quick win in terms of spreading arrival profiles is investigating whether the servicing of the commercial and residential land use proposals can be done outside of traditional working hours, particularly as servicing vehicles often generate a longer set-down period.
- 4.3.5 Part of the Travel Plan Coordinator's role will be to investigate with regular suppliers which goods can be delivered outside of traditional working hours and set up a collection procedure using onsite security staff.



- 4.4 Consolidation and Backloading
- 4.4.1 Consolidation is the act of transporting several part loads in one vehicle to reduce the number of required journeys or by adopting backloading where spare capacity on vehicle return legs is utilised. It can be done between different commercial organisations who are aiming to reduce their delivery vehicle impact and gain economic benefits by reducing the unit cost of transportation. Reducing the number of vehicle movements similarly reduces associated emissions and congestion and is therefore supported by surrounding residents.
- 4.4.2 Consolidation requires an effective communication strategy to be in place where administrators can highlight that they are about to place a specific order to other departments and allow them to share the delivery where possible.
- 4.4.3 Part of the Travel Plan Coordinator's role will be to establish an effective communication strategy between administrators who are responsible for ordering goods that are common across the commercial and residential land use proposals. They will also need to identify which goods generate a return demand and strengthen potential for backloading by liaising with suppliers.
- 4.5 Safe Loading Strategy
- 4.5.1 It is essential that the set-down areas identified for service and delivery vehicles are maintained. This will ensure there is no service vehicle parking abuse is created in terms of blocking the through flow of vehicles through the site and creating hazards in terms of restricting pedestrian visibility along the internal road network.
- 4.5.2 It will be important to ensure that all suppliers are aware of the appropriate access point and area from which they will be servicing a particular plot. It is therefore essential that, where possible, a communication channel is created between the supplier and Travel Plan coordinator through which this information can be sent.
- 4.5.3 On-site congestion can be mitigated by reducing the time a supplier spends on-site. This could be achieved through the adoption of a booking system where the supplier or collector details an estimated time of arrival on-site.
- 4.5.4 This practise could extend to the pre-positioning of bins for waste collection at the appropriate set down points.
- 4.6 Encourage Best Practice Amongst Suppliers
- 4.6.1 As part of the DSP, the Travel Plan Coordinator will encourage regular suppliers to join a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS) and investigate whether deliveries and collections to the site can be undertaken using electric or hybrid vehicles.
- 4.6.2 FORS helps suppliers across London to be safer, greener and more efficient with organisations needing to fulfill certain criteria to gain membership.



5 Future Development

- 5.1 Introduction
- 5.1.1 This section details the future strategy in terms of integrating the DSP into both the Residential and Commercial Travel Plans.
- 5.2 Travel Plan Incorporation
- 5.2.1 A travel plan survey will need to be conducted at the end of the 1st, 3rd and 5th year after occupation of the proposed residential and commercial land uses.
- 5.2.2 The survey will record the following information:
 - The number of deliveries to the site.
 - The classification of the DSV.
 - The arrival time of the DSV.
 - The length of stay of the DSV.
 - The set down area from which the delivery/collection is made.
 - The purpose of the trip including item description.
 - The department that was being serviced.
 - Whether the supply company is a member of any best practice scheme, such as FORS.
- 5.2.3 TfL guidance details the following problems that are typical of the data collection process, many of which are likely to be experienced at this particular land use, and suggested solutions, indicated in Table 5.1.

Table 5.1: Data Collection Problems and Solutions

Problem	Solution
No central receiving point – goods are received on an ad-hoc or individual basis	Ask staff to record details of the deliveries they receive, and collate all of the information at the end of the survey period
Staff unwilling to accurately or diligently record information on the nature of all delivery and servicing activities	Early engagement of staff to help them understand the advantages of freight-related activity Implement a dedicated data collection process for a specified period of time
Lack of resources to collate the information coming from disparate parts of the organisation	Early engagement with senior management to promote the benefits of a DSP



Target Setting and Reporting

5.2.4 Subsequent targets in terms of trip reduction, time of arrivals, consolidating similar trips will be based on the results of this survey and set out in the site's Travel Plan update.

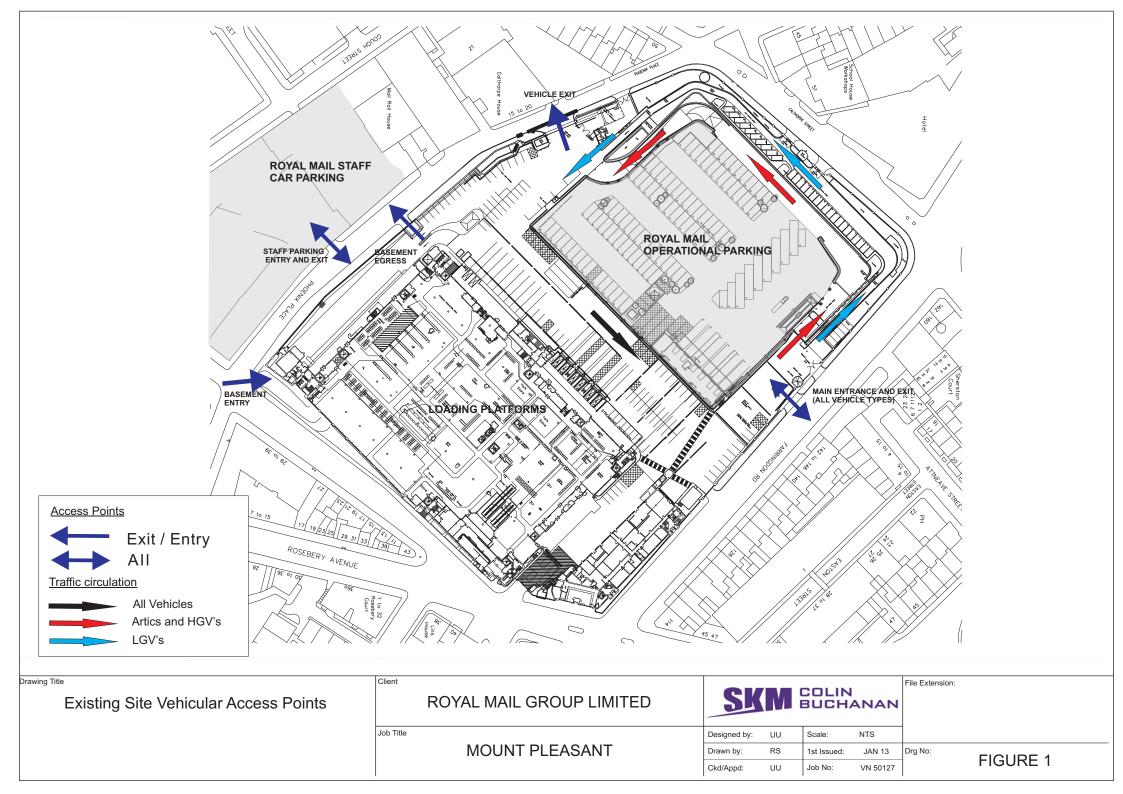
Monitoring

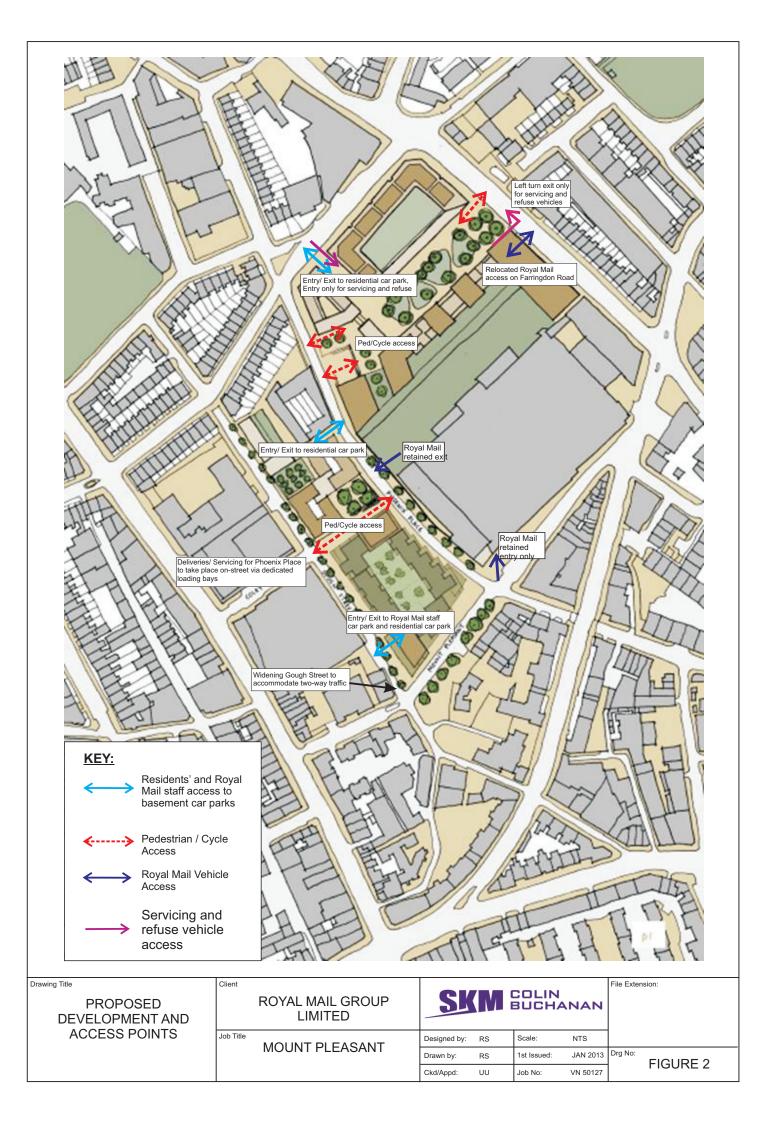
5.2.5 Subsequent monitoring of the success of the DSP will be measured by undertaking update surveys at the same time as the wider Travel Plan surveys.



6 Conclusions

- 6.1.1 This Framework Delivery and Service Management Plan has been produced to generate an understanding of the delivery and servicing proposals on site to aid the full DSP. In addition, this framework DSP identifies how delivery/service vehicle movements will be managed for the development proposals.
- 6.1.2 This framework DSP has also identified that the majority of delivery and service vehicles for the residential and commercial land uses will occur between 07:00 and17:00. The developer will make all reasonable endeavours to reduce the level of delivery and service vehicle trips through a number of measures including integration between the Travel Plan Coordinator and the delivery companies, consolidation and backlogging.
- 6.1.3 The occupier / management companies will also make all reasonable endeavours to utilise delivery vehicles that are able to service from within the site access and indeed it has been demonstrated that the types of vehicle that are anticipated to undertake delivery /servicing movements can successfully access the site.
- 6.1.4 It is anticipated that the development proposal will not generate a significant number of delivery /servicing movements and the site is suitably located to make use of the strategic road network rather than local roads.





Service Veh TRIP Generation AM

											Commerci	al uses							1
			R	esi	0	ffice	A1 Foo	d Retail	A1 Non-Food	Retail (central)	A1 Non-Food Re	tail (All London)	A3	Cafe	A3 Res	taurant	Commu	nity uses	TOTAL
			IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN OUT
	Site C1	0800-0900 for Resi, 0830-0930 for Commercial	1	1	0	0	0	1	na	na	na	na	0	0	na	na	na	na	1
Vehicles	Site C2	0800-0900 for Resi, 0830-0930 for Commercial	1	1	4	4	0	1	na	na	na	na	0	0	na	na	na	en	5
venicles	Site P1	0800-0900 for Resi, 0830-0930 for Commercial	1	2	0	0	0	0	na	na	na	na	0	0	na	na	na	na	1
1	Site P2	0800-0900 for Resi, 0830-0930 for Commercial	1	1	0	0	0	0	na	na	na	na	0	0	na	na	na	na	1
	ΤΟΤΔΙ		4	5	4	4	0	2	0	0	0	0	0	Û	0	0	0	0	

Sevice Veh TRIP Generation PM

											Commerc	ial uses								
			Re	si	Of	fice	A1 Foo	d Retail	A1 Non-Food	Retail (central)	A1 Non-Food R	etail (All London)	A3	Cafe	A3 Res	taurant	Commu	inity uses	TO	TAL
			IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	OUT
	Site C1	1800-1900 for all uses	0	0	0	0	0	0	na	na	na	na	0	0	na	na	na	na		
Vehicles	Site C2	1800-1900 for all uses	0	0	1	1	0	0	na	na	na	na	0	0	na	na	na	na	-	
venicles	Site P1	1800-1900 for all uses	0	0	0	1	0	0	na	na	na	na	0	0	na	na	na	na		,
	Site P2	1800-1900 for all uses	0	0	0	0	0	0	na	na	na	na	0	0	na	na	na	na	(1
	TOTAL		0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0		

Veh TRIP Generation 24 I

										Commerc									
		Re	si	01	fice	A1 Foo	od Retail	A1 Non-Food	Retail (central)	A1 Non-Food R	tail (All London)	A3	Cafe	A3 Res	taurant	Commun	nity uses	TOTAL	
		IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN	Out	IN OU	ıT 🗆
	Site C1	- 11	11	0	0	8	8	na	na	na	na	0	0	na	na	na	na	19	19
Vehicles	Site C2	9	10	27	27	7	7	na	na	na	na	0	0	na	na	na	na	43	43
venicies	Site P1	13	13	0	0	6	5	na	na	na	na	0	0	na	na	na	na	19	19
	Site P2	8	8	0	0	6	5	na	na	na	na	0	0	na	na	na	na	14	14
	TOTAL	41	42	27	27	28	25	0	0	0	0	0	0	0	0	0	0	95	94

Veh TRIP Generation 24 HR

										Commerci	al uses							
		Re	si	Of		A1 Foo	d Retail	A1 Non-Food	Retail (central)	A1 Non-Food Re	tail (All London)	A3 (afe	A3 Res	taurant	Commun	nity uses	TOTAL
		IN	Out	IN	Out	N	Out	N	Out	N	Out	IN	Out	IN	Out	IN	Out	N OUT
	Site C1	1	2	0	0	5	4	na	na	na	na	0	0	na	na	na	na	6 6
Vehicles	Site C2	1	1	11	11	5	4	na	na	na	en en	0	0	na	na	na	na	17 17
venicies	Site P1	2	2	0	0	4	3	na	na	na	na	1	1	na	na	na	na	6 (
	Site P2	1	1	0	0	4	3	na	na	na	en en	0	0	na	na	na	na	5 4
	TOTAL	5	6	11	11	17	15	0	0	0	0	1	1	0	0	0	0	35 33

Service PCU TRIP Generation AM

											Commerci	aluses								
			Re	251	Of	fice	A1 Foo	d Retail	A1 Non-Food F	Retail (central)	A1 Non-Food Re	tail (All London)	A3 C	afe	A3 Res	taurant	Commu	unity uses	TO	TAL
			IN	Out	IN	Out	N	Out	N	Out	IN	Out	IN	Out	IN	Out	IN	Out	N	OUT
	Site C1	0800-0900 for Resi, 0830-0930 for Commercial	2	2			0	2	na	na	na	eu eu	0	0	na	na	na	na	2	. 4
Vehicles		0800-0900 for Resi, 0830-0930 for Commercial	1	2	5	5	0	2	na	na	na	en	0	0	na	na	na	na	6	. 8
venicles	Site P1	0800-0900 for Resi, 0830-0930 for Commercial	2	2			0	1	na	na	na	eu eu	0	0	na	na	na	na	2	1 3
	Site P2	0800-0900 for Resi, 0830-0930 for Commercial	1	1			0	1	na	na	na	en	0	0	na	na	na	na	- 1	2
	TOTAL		6	7	5	5	0	5	0	0	0	0	0	0	0	0	0	0	11	17

Sevice PCU TRIP Generation PM

											Commerci	al uses							
			Re	si	0	ffice	A1 Foo	d Retail	A1 Non-Food	Retail (central)	A1 Non-Food Re	etail (All London)	A31	Cafe	A3 Res	taurant	Commu	nity uses	TOTAL
			IN	Out	N	Out	N	Out	N	Out	IN	Out	IN	Out	N	Out	N	Out	N DUT
	Site C1	1800-1900 for all uses	0	0			0	0	na	na	na	na	0	0	na	na	na	na	0 0
Vehicles	Site C2	1800-1900 for all uses	0	0	2	2	0	0	na	na	na	na	0	0	na	na	na	na	2 2
venicles	Site P1	1800-1900 for all uses	0	0			0	0	na	na	na	na	0	0	na	na	na	na	0 0
	Site P2	1800-1900 for all uses	0	0			0	0	na	na	na	na	0	0	na	na	na	na	0 0
	TOTAL		0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2 2

Service HGV Generation AM

											Commerci	al uses						
			Re	si	01	fice	A1 For	d Retail	A1 Non-Food	Retail (central)	A1 Non-Food Re	tail (All London)	A3 Cafe	A3 Ri	staurant	Commun	nity uses	TOTAL
			IN	Out	N	Out	N	Out	N	Out	IN	Out	N Out	N	Out	N	Out	N OUT
	Site C1	0800-0900 for Resi, 0830-0930 for Commercial	0	0			0	0	na	na	na	na				na	na	0 1
Vehicles	Site C2	0800-0900 for Resi, 0830-0930 for Commercial	0	0	1	1	0	0	na	na	na	na				na	na	1 2
venicies	Site P1	0800-0900 for Resi, 0830-0930 for Commercial	1	1			0	0	na	na	na	na				na	na	1 1
	Site P2	0800-0900 for Resi, 0830-0930 for Commercial	0	0			0	0	na	na	na	na				na	na	0 1
	TOTAL								0	0	0	0				0	0	3 /

Service HGV Generation P

											Commerc	lai uses								
			Re	251	Of	ice	A1 Foo	d Retail	A1 Non-Food	Retail (central)	A1 Non-Food R	etail (All London)	A3 C	afe	A3 Res	taurant	Commu	inity uses	TOTAL	
			N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N OUT	$\overline{}$
	Site C1	0800-0900 for Resi, 0830-0930 for Commercial	0	0			0	0	na	na	na	na					na	na	0	0
Vehicles	Site C2	0800-0900 for Resi, 0830-0930 for Commercial	0	0	1	1	0	0	na	na	na	na					na	na	1	1
venicles	Site P1	0800-0900 for Resi, 0830-0930 for Commercial	0	0			0	0	na	na	na	na					na	na	0	0
	Site P2	0800-0900 for Resi, 0830-0930 for Commercial	0	0			0	0	na	na	na	na					na	na	0	0
	TOTAL								0	0	0	0					0	0	1	- 1

TRAVL - Deliveries By Time

Report ID 3

	Waitrose The Collonades, 3 Paddington W2 6ES	80 Porches	ster Road, Baysw	Location Gross Floor	Area (sq	
SurveyCo				PTAL		6
	a 10/06/2010					
Artic 3-4 a	ixles					
Time		In	Out	% In	% Out	
07:00-07:		1	0	7	0	
08:00-08:3		0	1	0	7	
11:30-12:0	00	2	2	13	14	
14:00-14:3	30	1	Ō	7	0	
15:00-15:0	30	0	1	0	7	
Total		4	4	27	29	
Car						
Time		In	Out	% In	% Out	
10:30-11:0	00	1	0	7	0	
11:30-12:0	00	0	1	0	7	
Total		1	1	7	7	
Rigid 2 ax	les					
Time		In	Out	% In	% Out	
08:00-08:3	30	1	Ö	7	0	
08:30-09:0	00	0	1	0	7	
10:30-11:0	00	1	1	7	7	
Total		2	2	13	14	
Rigid 3 Ax	les					
Time		In	Out	% In	% Out	
08:00-08:3	30	1	1	7	7	
16:30-17:0	00	1	0	7	0	
Total		2	1	13	7	
Managed by	MVA Consultancy on he	half of Transr	ont for London			

Managed by MVA Consultancy on behalf of Transport for London

Printed On 14/01/2013 Predictor Type: Gross Floor Area (100 sq m) TRAVL Version: 8.16

Page 1 of 2

Page 2 of 2

Report ID 3

Address: Waitrose			Business		Supermarket
The Collonad	les, 30 Porch	ester Road, B	ayswa Class		A1 - Supermarket
Paddington			Location		Central
W2 6ES			Gross Floor	Area (so	1210
SurveyCox 889			PTAL		6
Survey Da 10/06/2010					
Rigid 4 axles					
Time	In	Out	% In	% Out	
16:30-17:00	1	1	7	7	
Total	1	1	7	7	
Small Van					
Time	In	Out	% In	% Out	
00:00-00:30	1	0	7	0	
11:00-11:30	0	1	0	7	
Total	1	1	7	7	
Transit (2 axle < 7.5 Tor	ines)				
Time	In	Out	% In	% Out	
08:30-09:00	0	1	0	7	
15:30-16:00	1	0	7	0	
Total	1	1	7	7	
Transit (Single rear tyre)					
Time	In	Out	% In	% Out	
00:00-00:30	0	1	0	7	
12:00-12:30	2	1	13	7	
14:00-14:30	0	1	0	7	
15:30-16:00	1	0	7	0	
Total	3	3	20	21	

Printed On 14/01/2013 Predictor Type : Gross Floor Area (100 sq m) TRAVL Version : 8.16

Normal Injury Delete Format 2 Clear Soft & Find & F Normal 2 Normal 3 Normal 4 Paste of Format Painter B I II - A A - III 🚂 19 - 01 - 💹 👌 🔻 ▼ (f_x Open Assessment Export Assessment Import Assessment Configuration X Y Selection GIS Site/Survey Details Extra Site Details Survey Information Travel Plan Reports Freight Photos FAQ Land Use A1 - Supermarket Save Assessment Name Date Tesco Express 25/11/2009

Waltrose 10/06/2010 Parking from 0 to 950

PTAL from 4 to 6 Surveys Show all for each site Year from ALL Location ALL Tick boxes to select sites with the following information you require Trip Rates Travel Plan Information Deserved Deliveries Freight Surveys Clear TRAVL - Deliveries By Address: Assoc of London Gov 59.5 Southwark Stree Southwark SE1 0AL Survey Date PTAL GFA (sq m) RFA Area Parking Survey Hrs1 Inc. Ting Plan Rates Inc. Borough SE1 0AL
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Survey Dt 02/12/2004
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TRAVL - Deliveries By
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FOOD Servicing Trips

c1 C2 P1

																				1		Trip		Trip		ip	Trij											
Site										Vaitrose)							TOT			Rate	Generation	n Ge	eneration	Gene		Genera						HGVs					
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							Transit (B: : 10																						P1			
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09:30-10:00																_		0	0	0.00		0 0		,	0	0	0	0	0%	09				0.0	0.0	0.0	0.0	0.0
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14:00-14:30									0	1						1	0	1	1	0.08	0.08	1 1	_	1	0	0	0	0	100%	09				0.0	0.5	0.0	0.5	0.0
14:30-15:00																		0	0	0.00	0.00	0 0			0	0	0	0	0%	09				0.0	0.0	0.0	0.0	0.0
15:00-15:30																0	1	0	1	0.00	0.08	0 1	0		0	0	0	0	0%	1009	0.0			0.6	0.0	0.5	0.0	0.5
15:30-16:00							1	0	1	0								2	0	0.17	0.00	1 0		U	1	0	1	0	0%	09				0.0	0.0	0.0	0.0	0.0
16:00-16:30																		0	0	0.00	0.00	0 0) 0	0	0	0	0	0	0%	09				0.0	0.0	0.0	0.0	0.0
16:30-17:00													1	0	1			2	1	0.17	0.08	1 1		1	1	0	1	0	100%	1009				0.6	1.0	0.5	1.0	0.5
17:00-17:30																		0	0	0.00	0.00	0 0			0	0	0	0	0%	0%				0.0	0.0	0.0	0.0	0.0
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18:00-18:30																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0			0.0	0.0	0.0	0.0	0.0
18:30-19:00																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0			0.0	0.0	0.0	0.0	0.0
19:00-19:30																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0			0.0	0.0	0.0	0.0	0.0
19:30-20:00																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0		0.0	0.0	0.0	0.0	0.0
20:00-20:30																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0			0.0	0.0	0.0	0.0	0.0
20:30-21:00																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0		0.0	0.0	0.0	0.0	0.0
21:00-21:30																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21:30-22:00																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22:00-22:30																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22:30-23:00																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23:00-23:30																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23:30-24:00																		0	0	0.00	0.00	0 0	0	0	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	7%	8%	0%	0%	0%	8%	7%	8%	21%	15%	14%	15%	14%	8% 7	% 8%	29%	31%	1	1			r ·			-	-	-	-			0.2							
c1	1	1	0	0	0	1	1	1	2	1	1	1	1	1	1	2	2																					
C2			-	-	-				-							-	-																					

C1 C2 P1 P2

					С		С	2	P		F	2
	TOT	ΓAL	Trip	Rate	Tr	ip	Tr	ip	Tr	ip	Ti	rip
	12	10	1	2	0)	0)	0)		0
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
07:00-07:30	2	0	0.19	0.00	2	0	1	0	1	0	1	0
07:30-08:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
08:00-08:30	4	5	0.31	0.38	3	3	2	3	2	2	1	1
08:30-09:00	0	3	0.00	0.21	0	2	0	2	0	1	0	1
09:00-09:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
09:30-10:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
10:00-10:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
10:30-11:00	2.5	1.5	0.21	0.12	2	1	2	1	1	1	1	0
11:00-11:30	0	1	0.00	0.08	0	1	0	1	0	0	0	0
11:30-12:00	4.6	5.6	0.38	0.46	3	4	3	3	2	3	1	1
12:00-12:30	2	1	0.17	0.08	1	1	1	1	1	0	0	0
12:30-13:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
13:00-13:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
13:30-14:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
14:00-14:30	2.3	1	0.19	0.08	2	1	1	1	1	0	1	0
14:30-15:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
15:00-15:30	0	2.3	0.00	0.19	0	2	0	1	0	1	0	1
15:30-16:00	2	0	0.17	0.00	1	0	1	0	1	0	0	0
16:00-16:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
16:30-17:00	4.6	2.3	0.38	0.19	3	2	3	1	2	1	1	1
17:00-17:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
17:30-18:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
18:00-18:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
18:30-19:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
19:00-19:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
19:30-20:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
20:00-20:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
20:30-21:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
21:00-21:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
21:30-22:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
22:00-22:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
22:30-23:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
23:00-23:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0
23:30-24:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0
					17	15	15	13	12	11	6	5

Site	Code		Location	Sı	rvey Date PTAL	GFA	
Assoc of Lo	. 4	404	Southwark	0	2/12/2004	6	3066
Baltic Exch	, 4	409	City of London	0	8/02/2005	6	3809
Buckinghar		835	Westminster	2	6/03/2007	6	5337
Ecclestone	5	512	Westminster	2	6/03/2007	6	6323
Highbury H	1 3	324	Islington	2	3/04/2001	6	1000
MVA Trans	4	473	Westminster	1.	4/06/2006	6	509
Windsor Ho	: 8	836	Westminster	2	6/03/2007	6	5468

TRAVL - Deliverie	s By Time				Report ID 3
Address: Assoc of Lond 59.5 Southwar Southwark SE1 0AL	on Government		Business Class Location Employees	Government B1 - Office Central 100	
SurveyCoc 404			PTAL	6	
Survey Dat 02/12/2004					
Rigid 3 Axles					
Time	In	Out	% In	% Out	
10:30-11:00	1	1	25	25	
11:30-12:00	1	1	25	25	
12:00-12:30	2	2	50	50	
Total	4	4	100	100	
Managed by MVA Consultancy or	behalf of Transport for Lon	don			Page 1 of 10
Printed On 26/06/2012	Predictor Type : Emp	oloyees TRAVI	Version: 8.16		
TRAVL - Deliverie	s By Time				Report ID 3
Address: Baltic Exchang 38 St Mary Ax City of London	e		Business Class Location	Various B1 - Office Central	
EC3A 8BH			Employees	150	
SurveyCoc 409			PTAL	6	
Survey Da: 08/02/2005					
Rigid 3 Axles					
Time	In	Out	% In	% Out	
07:00-07:30	4	4	31	31	
08:00-08:30	1	1	8	8	
08:30-09:00	1	1	8	8	
10:00-10:30	2	2	15	15	
11:00-11:30	1	1	8	8	
12:00-12:30	1	1	8	8	
14:00-14:30	1	1	8	8	
16:00-16:30	1	1	8	8	
18:30-19:00	1	1	8	8	
Total	13	13	100	100	
Managed by MVA Consultancy or					Page 2 of 10
Printed On 26/06/2012	Predictor Type : Emp	oloyees TRAVI	_ Version : 8.16		

Address:	Buckingham Palace F	Road		Business	TfL Offices	
	172 Buckingham Pala	ace Road Lond	don	Class	B1 - Office	
	Victoria			Location	Central	
	SW1W 9TN			Employees	500	
SurveyCo				PTAL	6	
-	126/03/2007					
Car Time		In	Out	% In	% Out	
07:30-08:0	00	1	1	6	% Out 6	
77.30-00.0 Г otal	00	1	1	6	6	
Motor Cycl	e	•	•	Ŭ	· ·	
Time	-	In	Out	% In	% Out	
12:00-12:3	30	1	0	6	0	
13:00-13:3		0	1	0	6	
Total		1	1	6	6	
Pedestrian	l					
Time		In	Out	% In	% Out	
15:00-15:3	30	1	1	6	6	
Total		1	1	6	6	
Small Van						
Time		In	Out	% In	% Out	
0:30-09:0	00	1	1	6	6	
0:30-10:0	00	1	1	6	6	
10:00-10:3	30	1	0	6	0	
10:30-11:0	00	0	1	0	6	
		3	3	19	19	
				13	. •	
Managed by I	MVA Consultancy on behalf o	f Transport for Lon	ndon		.0	Page 3 of
Printed On	26/06/2012 Pr	f Transport for Lon edictor Type : Emp	ndon	Version: 8.16		_
Managed by I Printed On TRAVL	26/06/2012 Pr	f Transport for Lon edictor Type : Emp	ndon	Version : 8.16		Page 3 of
Managed by I Printed On TRAVL	26/06/2012 Pr - Deliveries By Buckingham Palace F	f Transport for Lon redictor Type : Emp Time Road	ndon bloyees TRAVL	Version: 8.16	TfL Offices	_
Managed by I Printed On TRAVL	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Pala	f Transport for Lon redictor Type : Emp Time Road	ndon bloyees TRAVL	Version: 8.16 Business Class	TfL Offices B1 - Office	_
Managed by I Printed On TRAVL	- Deliveries By Buckingham Palace F 172 Buckingham Pala Victoria	f Transport for Lon redictor Type : Emp Time Road	ndon bloyees TRAVL	Version: 8.16 Business Class Location	TfL Offices B1 - Office Central	_
Managed by I Printed On TRAVL Address:	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Pala Victoria SW1W 9TN	f Transport for Lon redictor Type : Emp Time Road	ndon bloyees TRAVL	Version: 8.16 Business Class Location Employees	TfL Offices B1 - Office Central 500	_
Managed by I Printed On TRAVL Address: SurveyCo	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Palace I Victoria SW1W 9TN c835	f Transport for Lon redictor Type : Emp Time Road	ndon bloyees TRAVL	Version: 8.16 Business Class Location	TfL Offices B1 - Office Central	_
Managed by I Printed On TRAVL Address: SurveyCo Survey Da	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Palace I Victoria SW1W 9TN c835 a(26/03/2007	f Transport for Lon redictor Type : Emp Time Road	ndon bloyees TRAVL	Version: 8.16 Business Class Location Employees	TfL Offices B1 - Office Central 500	_
Managed by I Printed On TRAVL Address: SurveyCo Survey Da Transit (2 a	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Palace I Victoria SW1W 9TN c835	f Transport for Lon edictor Type : Emp • Time Road ace Road Lond	odon TRAVL	Business Class Location Employees PTAL	TfL Offices B1 - Office Central 500 6	_
Managed by I Printed On TRAVL Address: SurveyCo Survey Da Transit (2 a	Property of the control of the contr	f Transport for Lon edictor Type : Emp Time Road ace Road Lond	odon TRAVL	Business Class Location Employees PTAL % In	TfL Offices B1 - Office Central 500 6	_
Managed by I Printed On TRAVL Address: SurveyCo Survey Da Transit (2 a Time 08:00-08:3	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Palace I Victoria SW1W 9TN 0835 ai26/03/2007 axle < 7.5 Tonnes)	f Transport for Lonedictor Type: Emp Time Road ace Road Lone In 1	odon TRAVL don Out 0	Version: 8.16 Business Class Location Employees PTAL % In 6	TfL Offices B1 - Office Central 500 6	_
Managed by I Printed On TRAVL Address: Survey Co Survey Da Transit (2 a Time 08:00-08:3 10:00-10:3	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Palace F 173 Buckingham Palace F 173 Buckingham Palace F 174 Buckingham Palace F 175 Buckingham Palace F 176 Buckingham Palace F 177 Buckingham Palace F 177 Buckingham Palace F 178 Buckingham P 178 Bu	f Transport for Lonedictor Type: Emp Time Road ace Road Lone In 1	odon Ployees TRAVL don Out 0 1	Version: 8.16 Business Class Location Employees PTAL % In 6 0	TfL Offices B1 - Office Central 500 6	_
Managed by I Printed On TRAVL Address: SurveyCo Survey Da Transit (2: Time 08:00-08:3 10:00-10:3 10:30-11:0	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Palace F 173 Buckingham Palace F 174 Buckingham Palace F 175 Buckingham Palace F 176 Buckingham Palace F 177 Buckingham Palace F 178	f Transport for Lonedictor Type: Emp Time Road ace Road Lone In 1 0 1	odon Ployees TRAVL don Out 0 1 0	Business Class Location Employees PTAL % In 6 0 6	TfL Offices B1 - Office Central 500 6 % Out 0 6 0	_
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Managed by I Printed On TR AVL Address: Survey Co Survey Da Transit (2: Time 08:00-08: 10:00-10: 10:00-11: 11:00-11: 17:00-17:	26/06/2012 Pr - Deliveries By Buckingham Palace F 172 Buckingham Palace F 173 Buckingham Palace F 173 Buckingham Palace F 174 Buckingham Palace F 175 Buckingham Palace F 175 Buckingham Palace F 176 Buckingham Palace F 177 Buckingham Palace F 177 Buckingham Palace F 178	f Transport for Lonedictor Type: Emp Time Road ace Road Lone In 1 0 1 0 1	odon Out 0 1 0 1 1 1	Business Class Location Employees PTAL % In 6 0 6 0 6	TfL Offices B1 - Office Central 500 6 % Out 0 6 0 6	_
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ddress: Eccleston Place 25 Eccleston Place, Victoria SW1W 9NF	/ Time		Business Class Location Employees	TfL Offices B1 - Office Central 400	
SurveyCoc512			PTAL	6	
Survey Da: 26/03/2007			FIAL	6	
tigid 2 axles Time	In	Out	% In	% Out	
*****			% IN 7		
1:00-11:30	1	0	-	0	
1:30-12:00	0	1	0 7	7 7	
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ransit (2 axle < 7.5 Tonnes)	la.	Out	% In	% Out	
'ime 8:00-08:30	In 1	Out 1	% IN 7	% Out 7	
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ransit (Single rear tyre)	la.	04	0/ 1	0/ 0	
ime 9.00.09.30	In 1	Out	% In	% Out	
8:00-08:30	1	1	7	7	
9:00-09:30	2	2	14	14	
9:30-10:00	1	1	7	7	
0:00-10:30	1	1	7	7	
2:00-12:30	2	2	14	14	
4:00-14:30	4	4	29	29	
4:30-15:00	1	1	7	7	
otal	12	. 12	86	86	5 5 (40
lanaged by MVA Consultancy on behalf of rinted On 26/06/2012 P	•		V		Page 5 of 10
	redictor Type : Emp	bioyees IRAVL	version: o. ro		Report ID 3
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Address: Highbury House Con			Business	Publishing business	•
_	nmunications		Business Class	Publishing business B1 - Office	•
ddress: Highbury House Con 1 - 3 Highbury Statio Highbury	nmunications				•
ddress: Highbury House Con 1 - 3 Highbury Statio Highbury N1 1SE	nmunications		Class Location Employees	B1 - Office Inner 160	•
ddress: Highbury House Con 1 - 3 Highbury Statio Highbury N1 1SE surveyCoc 324	nmunications		Class Location	B1 - Office Inner	•
ddress: Highbury House Con 1 - 3 Highbury Statio Highbury N1 1SE	nmunications		Class Location Employees	B1 - Office Inner 160	•
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Address: Highbury House Con 1 - 3 Highbury Statio Highbury N1 1SE Survey Coc 324 Survey Dai 23/04/2001	nmunications n Road	Out 1	Class Location Employees PTAL	B1 - Office Inner 160 6	•
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Address: Highbury House Con 1 - 3 Highbury Statio Highbury N1 1SE Survey Coc 324 Survey Dat 23/04/2001 Sar Sime 9:30-10:00	nmunications n Road In 1	1	Class Location Employees PTAL % In 7 13 7	B1 - Office Inner 160 6 % Out 7	•
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	 Deliveries B MVA Transport Con 	-		Business	Transport Consulta	ants
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	W1T 3LA			Employees	44	
SurveyCoc	473			PTAL	6	
Survey Da	14/06/2006					
	gle rear tyre)					
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10:30-11:00		1	0	50	0	
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15:30-16:00 Total	J	2	2	50 100	50 100	
	VA Consultancy on behalf			100	100	Page 7 of 10
		Predictor Type : Emp		rsion : 8.16		9
	- Deliveries B					Report ID 3
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	Windsor House, 42	- 50 Victoria Str	et Victoria We		B1 - Office	
	Victoria	- 50 Victoria Str	set, victoria, vve	Location	Central	
	SW1H 0TL			Employees	333	
SurveyCoc				PTAL	6	
. •	26/03/2007					
Motor Cycle						
Time		In	Out	% In	% Out	
12:00-12:30)	1	1	3	3	
13:00-13:30		1	1	3	3	
15:00-15:30		2	2	5	5	
15:30-16:00		1	1	3	3	
17:00-17:30	J	3	3	8	8	
Total		8	8	20	20	
Pedal Cycle Time	•	In	Out	% In	% Out	
10:30-11:00	1	 1	0	3	% Out 0	
11:00-11:30		1	1	3	3	
12:00-12:30		0	1	0	3	
13:00-13:30		1	1	3	3	
14:00-14:30		1	1	3	3	
16:00-16:30)	1	1	3	3	
16:30-17:00)	2	2	5	5	
Total		7	7	18	18	
Pedestrian						
Time	_	ln .	Out	% In	% Out	
15:00-15:30		1	0	3	0	
15:30-16:00)	1	2	3	5	
Total Managed by M	VA Consultancy on behalf	of Transport for Lon	2 don	5	5	Page 8 of 10
	vii oonoakanoj on bonan		loyees TRAVL Ve	rsion : 8.16		r ago o o. re
	26/06/2012	Predictor Type : Emp				
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TRAVL Address:	- Deliveries B Windsor House	y Time		Business	TfL Offices	Report ID 3
TRAVL Address:	- Deliveries B Windsor House Windsor House, 42	y Time		stm Class	B1 - Office	Report ID 3
TRAVL Address:	- Deliveries B Windsor House Windsor House, 42 Victoria	y Time		stm Class Location	B1 - Office Central	Report ID 3
TRAVL Address:	- Deliveries B Windsor House Windsor House, 42 Victoria SW1H 0TL	y Time		stm Class Location Employees	B1 - Office Central 333	Report ID 3
TRAVL Address:	- Deliveries B Windsor House Windsor House, 42 Victoria SW1H 0TL 836	y Time		stm Class Location	B1 - Office Central	Report ID 3
TRAVL Address: SurveyCoc Survey Da	- Deliveries B Windsor House Windsor House, 42 Victoria SW1H 0TL 836 26/03/2007	y Time		stm Class Location Employees	B1 - Office Central 333	Report ID 3
TRAVL Address:	- Deliveries B Windsor House Windsor House, 42 Victoria SW1H 0TL 836 26/03/2007	y Time		stm Class Location Employees	B1 - Office Central 333	Report ID 3
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TRAVL Address: SurveyCoc Survey Dat Rigid 2 axle Time 09:00-09:36 11:30-12:00 12:00-12:30	- Deliveries B Windsor House Windsor House, 42 Victoria SW1H 0TL 836 26/03/2007 s	y Time - 50 Victoria Stro In 1 1 0	eet, Victoria, We Out 1 0 1	stm Class Location Employees PTAL % In 3 3 0	B1 - Office Central 333 6 % Out 3 0 3	Report ID 3
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TRAVL - Deliveries E Address: Windsor House, 42 Victoria SW1H 0TL SurveyCoc 836 Survey Dat 26/03/2007 Transit (Single rear tyre)		eet, Victoria, V	Business Vestm Class Location Employees PTAL	TfL Offices B1 - Office Central 333 6	Report ID 3
Time	In	Out	% In	% Out	
05:30-06:00	1	0	3	0	
06:00-06:30	0	1	0	3	
09:00-09:30	1	1	3	3	
12:00-12:30	1	1	3	3	
12:30-13:00	1	1	3	3	
13:00-13:30	1	1	3	3	
13:30-14:00	2	1	5	3	
14:00-14:30	2	2	5	5	
14:30-15:00	0	1	0	3	
15:30-16:00	1	1	3	3	
16:00-16:30	1	1	3	3	
16:30-17:00	1	1	3	3	
Total	12	12	30	30	
Managed by MVA Consultancy on beha	alf of Transport for Lond				Page 10 of 10

Managed by MVA Consultancy on behalf of Transport for London

Printed On 26/06/2012 Predictor Type: Employees TRAVL Version: 8.16

OFFICE - Mid Range

OFFICE - Mid	. 3-															22	F	2	1					
	Ro	ltic							M//A	Transport						rip		ip						
Site		ange		Hiahbury	, Hausa	Commi	miontion			nsultancy	то	TAL	Trip	Data		ration		ration						
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08:30-09:00	1	1					2	2			3	3	0.06	0.06	3	3	0	0	33%		0.9	0.9	0.0	0.0
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09:30-10:00	1		1	1							1	1	0.02	0.02	1	1	0	0	0%	0%	0.0	0.0	0.0	0.0
10:00-10:30	2	2									2	2	0.04	0.04	2	2	0	0	100%	100%	1.8	1.8	0.0	0.0
10:30-11:00									1	0	1	0	0.02	0.00	1	0	0	0	0%	0%	0.0	0.0	0.0	0.0
11:00-11:30	1	1					1	1			2	2	0.04	0.04	2	2	0	0	50%	50%	0.9	0.9	0.0	0.0
11:30-12:00			2	2			1	1	0	1	3	4	0.06	0.08	3	4	0	0	0%	0%	0.0	0.0	0.0	0.0
12:00-12:30	1	1									1	1	0.02	0.02	- 1	- 1	0	0	100%	100%	0.9	0.9	0.0	0.0
12:30-13:00			- 1	1							1	1	0.02	0.02	1	1	0	0	0%	0%	0.0	0.0	0.0	0.0
13:00-13:30											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
13:30-14:00			- 1	- 1			1	1			2	2	0.04	0.04	2	2	0	0	0%	0%	0.0	0.0	0.0	0.0
14:00-14:30	1	1									1	1	0.02	0.02	1	1	0	0	100%	100%	0.9	0.9	0.0	0.0
14:30-15:00					1	1					1	1	0.02	0.02	1	1	0	0	0%	0%	0.0	0.0	0.0	0.0
15:00-15:30					1	1					1	1	0.02	0.02	1	1	0	0	0%	0%	0.0	0.0	0.0	0.0
15:30-16:00									1	1	1	1	0.02	0.02	1	1	0	0	0%	0%	0.0	0.0	0.0	0.0
16:00-16:30	1	1									1	1	0.02	0.02	1	1	0	0	100%	100%	0.9	0.9	0.0	0.0
16:30-17:00											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
17:00-17:30											0	0	0.00	0.00	0	0	0	0	0%		0.0	0.0	0.0	0.0
17:30-18:00											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
18:00-18:30											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
18:30-19:00	1	1									1	1	0.02	0.02	1	1	0	0	100%	100%	0.9	0.9	0.0	0.0
19:00-19:30											0	0	0.00	0.00	0	0	0	0	0%		0.0	0.0	0.0	0.0
19:30-20:00											0	0	0.00	0.00	0	0	0	0	0%		0.0	0.0	0.0	0.0
20:00-20:30											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
20:30-21:00											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
21:00-21:30											0	0	0.00	0.00	0	0	0	0	0%		0.0	0.0	0.0	0.0
21:30-22:00											0	0	0.00	0.00	0	0	0	0	0%		0.0	0.0	0.0	0.0
22:00-22:30											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
22:30-23:00											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
23:00-23:30											0	0	0.00	0.00	0	0	0	0	0%		0.0	0.0	0.0	0.0
23:30-24:00											0	0	0.00	0.00	0	0	0	0	0%	0%	0.0	0.0	0.0	0.0
	13	13	5	5	3	3	7	7	2	2					27	27	0	0	•	-	11.5	11.5	0.0	0.0
	43%	43%	17%	17%	10%	10%	23%	23%	7%	7%														

					C	2	F	2
	TO.	TAL	Trip	Rate	Tr	ip	Ti	rip
		0)	()		0
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
07:00-07:30	9	9	0.17	0.17	8	8	0	0
07:30-08:00	0	0	0.00	0.00	0	0	0	0
08:00-08:30	3	3	0.06	0.06	3	3	0	0
08:30-09:00	4	4	0.08	0.08	4	4	0	0
09:00-09:30	1.4	1.4	0.03	0.03	1	1	0	0
09:30-10:00	1	1	0.02	0.02	1	1	0	0
10:00-10:30	4.6	4.6	0.09	0.09	4	4	0	0
10:30-11:00	1	0	0.02	0.00	1	0	0	0
11:00-11:30	3.3	3.3	0.06	0.06	3	3	0	0
11:30-12:00	3	4	0.06	0.08	3	4	0	0
12:00-12:30	2.3	2.3	0.04	0.04	2	2	0	0
12:30-13:00	1	1	0.02	0.02	1	1	0	0
13:00-13:30	0	0	0.00	0.00	0	0	0	0
13:30-14:00	2	2	0.04	0.04	2	2	0	0
14:00-14:30	2.3	2.3	0.04	0.04	2	2	0	0
14:30-15:00	0.4	0.4	0.01	0.01	0	0	0	0
15:00-15:30	0.4	0.4	0.01	0.01	0	0	0	0
15:30-16:00	1	1	0.02	0.02	1	1	0	0
16:00-16:30	2.3	2.3	0.04	0.04	2	2	0	0
16:30-17:00	0	0	0.00	0.00	0	0	0	0
17:00-17:30	0	0	0.00	0.00	0	0	0	0
17:30-18:00	0	0	0.00	0.00	0	0	0	0
18:00-18:30	0	0	0.00	0.00	0	0	0	0
18:30-19:00	2.3	2.3	0.04	0.04	2	2	0	0
19:00-19:30	0	0	0.00	0.00	0	0	0	0
19:30-20:00	0	0	0.00	0.00	0	0	0	0
20:00-20:30	0	0	0.00	0.00	0	0	0	0
20:30-21:00	0	0	0.00	0.00	0	0	0	0
21:00-21:30	0	0	0.00	0.00	0	0	0	0
21:30-22:00	0	0	0.00	0.00	0	0	0	0
22:00-22:30	0	0	0.00	0.00	0	0	0	0
22:30-23:00	0	0	0.00	0.00	0	0	0	0
23:00-23:30	0	0	0.00	0.00	0	0	0	0
23:30-24:00	0	0	0.00	0.00	0	0	0	0
					40	40	0	0

Site	Code	Location	Survey Date	PTAL	No of Dv	vellings
Albion Wh	417	Battersea	19/04/2005	4	1 4	45
Exeter Roa	254	Walthamst	03/02/1999	;	3 8	84
Grosvenor	680	Westminst	22/10/2008	2	2 29	95
Merryweat	1059	Greenwich	03/11/2011	4	1 22	26
Osier Cres	521	Muswell Hi	02/05/2007		l 1 [.]	16
Parliament	399	Lambeth	23/11/2004	4	1 19	90

TRAVL - Deliveries By Time

Report ID 3

Address:	Albion Wharf (Affordable)	Business	Residential Development
	6 Hester Road,	Class	C3 - Residential
	Battersea	Location	Central
	SW11 4AL	No of Dwellings	45
SurveyCo	n 417	PTAL	4
Survey D	a 19/04/2005		
Rigid 3 Ax	les		

Rigid 3 Axles

Time	ln	Out	% In	% Out
08:30-09:00	1	1	33	33
09:30-10:00	1	1	33	33
10:00-10:30	1	1	33	33
Total	3	3	100	100

Managed by MVA Consultancy on behalf of Transport for London Printed On 26/06/2012 Predictor Type: No of Dwellings TRAVL Version: 8.16 Page 1 of 9

TRAVL - Deliveries By Time

Report ID 3

Address: Exeter Road / Edison Close	Business	Residential
Exeter Road	Class	C3 - Residential
Walthamstow	Location	Outer
E17	No of Dwellings	84
SurveyCo ₁ 254	PTAL	3

Survey Da 03/02/1999

Artic 3-4 axles

14:30-15:00

15:00-15:30

16:00-16:30

16:30-17:00

17:30-18:00

20:00-20:30

20:30-21:00

Total

Time	In	Out	% In	% Out
09:30-10:00	0	1	0	100
Total	0	1	0	100

Managed by MVA Consultancy on behalf of Transport for London Printed On 26/06/2012 Predictor Type : No of Dwellings TRAVL Version : 8.16 Page 2 of 9

TRAVL - Deliveries By Time

Report ID 3

IKAVL -	Deliveries by	111	me			
Address: G	Prosvenor Waterside			Business		Residential
G	Satliff Road Westmins	ter		Class		C3 - Residential
V	Vestminster			Location		Central
S	SW1W 8QP			No of Dwell	ings	295
SurveyCo 6	80			PTAL		2
Survey Da 2	2/10/2008					
Transit (Sing	le rear tyre)					
Time		ln	Out	% In	% Out	
07:30-08:00		1	0	2	0	
08:00-08:30		1	1	2	2	
08:30-09:00		2	3	5	7	
09:00-09:30		1	4	2	9	
09:30-10:00		2	2	5	5	
10:00-10:30		4	4	9	9	
10:30-11:00		6	5	14	11	
11:00-11:30		5	2	11	5	
11:30-12:00		3	6	7	14	
12:00-12:30		3	1	7	2	
12:30-13:00		3	4	7	9	
13:00-13:30		5	0	11	0	
13:30-14:00		1	1	2	2	
14:00-14:30		1	2	2	5	

2 2 2

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44

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Page 3 of 9

5

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100

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100

Printed On 26/06/2012 Predictor Type: No of Dwellings TRAVL Version: 8.16

2

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44

TRAVI	Deliveries B	v Tim	ie.				Report ID 3
	Merryweather Place	у		Business		Residential	
Auuress.	Merryweather Place	Groonwi	ch High Pood	Class		C3 - Residential	
	Greenwich	Greenwi	Cirriigii iXoau	Location		Inner	
	SE10 8EW			No of Dwellin	nae	226	
SurveyCo				PTAL	iyə	4	
•	a 03/11/2011			FIAL		7	
•	ngle rear tyre)						
Time	rigic real tyre)	In	Out	% In	% Out		
09:00-09:3	RO	1	1	100	100		
Total	00	1	1	100	100		
	MVA Consultancy on beh	•		100	100		Page 4 of 9
	26/06/2012 Predictor T			L Version : 8.16			. ago . o. o
			-				Report ID 3
	Deliveries B	унш	ie			5	
Address:	Osier Crescent			Business		Residential	
	Osier Crescent			Class		C3 - Residential	
	Muswell Hill			Location		Inner	
	N10 1QW			No of Dwellin	ngs	116	
SurveyCo				PTAL		1	
•	a 02/05/2007						
Rigid 2 axl	es		•	0/ 1			
Time	20	ln	Out	% In	% Out		
15:00-15:3	30	2	0	3	0		
Total	1	2	0	3	0		
Rigid 3 Ax	ies		. .	0/ 1			
Time	20	ln 0	Out	% In	% Out		
10:30-11:0		2	0	3	0		
11:00-11:3	30	1	1	2	2		
Total	MVA Consultancy on beh	3	1	5	2		Page 5 of 9
Printed On				I Varsion : 9 16			rage 5 01 9
			-	L Version . 0.10			Report ID 3
	Deliveries B	y i im	ie				report is o
Address:							
Addi Coo.	Osier Crescent			Business		Residential	
Addices.	Osier Crescent			Class		C3 - Residential	
Addicoo.	Osier Crescent Muswell Hill			Class Location		C3 - Residential Inner	
	Osier Crescent Muswell Hill N10 1QW			Class Location No of Dwellin	ngs	C3 - Residential Inner 116	
SurveyCo	Osier Crescent Muswell Hill N10 1QW			Class Location	ngs	C3 - Residential Inner	
SurveyCo Survey Da	Osier Crescent Muswell Hill N10 1QW n 521 a 02/05/2007			Class Location No of Dwellin	ngs	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van	Osier Crescent Muswell Hill N10 1QW n 521 a 02/05/2007	In	Out	Class Location No of Dwellir PTAL	-	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007	in 1	Out 1	Class Location No of Dwellin PTAL % In	% Out	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007	1	1	Class Location No of Dwellin PTAL % In 2	% Out	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007	1 1	1 1	Class Location No of Dwellin PTAL % In 2 2	% Out 2 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 08:30-09:0	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007	1 1 1	1 1 1	Class Location No of Dwellin PTAL % In 2 2 2	% Out 2 2 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 08:30-09:0 09:00-09:3	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007	1 1	1 1 1	Class Location No of Dwellin PTAL % In 2 2 2 3	% Out 2 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 08:30-09:0 09:00-09:3 09:30-10:0	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007	1 1 1 2	1 1 1	Class Location No of Dwellin PTAL % In 2 2 2 3 6	% Out 2 2 2 2 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 08:30-09:0 09:00-09:3 09:30-10:0 10:00-10:3	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007	1 1 1 2 4 1	1 1 1 1 2	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2	% Out 2 2 2 2 2 4 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:00-09:3 09:30-10:0 10:00-10:3 10:30-11:0	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007	1 1 1 2 4	1 1 1 1 2 1 3	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2	% Out 2 2 2 2 4 2 6	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 09:00-09:3 09:30-10:0 10:00-10:3 10:30-11:0 12:00-12:3	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007 30 00 00 80 00 80 00 80	1 1 1 2 4 1	1 1 1 1 2	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2	% Out 2 2 2 2 2 4 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:00-09:3 09:30-10:0 10:00-10:3 10:30-11:0	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007 80 00 00 80 00 80 00 80 00 80 00 80 00	1 1 2 4 1 1	1 1 1 1 2 1 3 0	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 2 0	% Out 2 2 2 2 4 2 6 0	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:00-09:3 09:30-10:0 10:00-10:3 10:30-11:0 12:00-12:3 12:30-13:0	Osier Crescent Muswell Hill N10 1QW ii 521 a 02/05/2007 30 00 00 00 00 00 00 00 00 00 00 00 00	1 1 2 4 1 1 1	1 1 1 1 2 1 3 0	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 2	% Out 2 2 2 4 4 2 6 6 0 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:30-08:30 09:30-09:30 09:30-10:31 10:30-11:01 12:00-12:31 12:30-13:01	Osier Crescent Muswell Hill N10 1QW ii 521 a 02/05/2007 30 00 00 00 00 00 00 00 00 00 00 00 00	1 1 1 2 4 1 1 1 0	1 1 1 1 2 1 3 0 1	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 0 2	% Out 2 2 2 4 4 2 6 6 0 2 0	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 08:30-09:0 09:00-09:3 10:00-10:3 10:30-11:0 12:00-12:3 12:30-13:0 13:00-13:3	Osier Crescent Muswell Hill N10 1QW ii 521 a 02/05/2007 30 00 00 00 00 00 00 00 00 00 00 00 00	1 1 2 4 1 1 0 1	1 1 1 1 2 1 3 0 1 0	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 0 2 3	% Out 2 2 2 2 4 2 6 0 2 0 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:00-09:3 10:00-10:3 10:30-11:0 12:00-12:3 12:30-13:0 13:00-13:3 14:30-15:0 15:30-16:0	Osier Crescent Muswell Hill N10 1QW a 521 a 02/05/2007 30 00 00 00 00 00 00 00 00 00 00 00 00	1 1 1 2 4 1 1 1 0 1 2	1 1 1 1 2 1 3 0 1 0 1 0	Class Location No of Dwellin PTAL % In 2 2 2 2 3 6 2 2 2 0 2 3 2 2	% Out 2 2 2 2 4 2 6 0 2 0 2 0	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:30-10:0 10:30-11:0 12:30-13:0 12:30-13:0 13:00-13:3 14:30-16:0 15:30-16:0	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 80 00 00 80 8	1 1 1 2 4 1 1 1 0 1 2 1	1 1 1 1 2 1 3 0 1 0 1 0	Class Location No of Dwellin PTAL % In 2 2 2 2 3 6 2 2 2 3 6 2 2 2 2 2 2 2 2 2	% Out 2 2 2 2 4 2 6 0 2 0 2 0 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:00-09:3 10:00-10:3 12:30-13:0 12:30-13:0 13:00-13:3 14:30-15:0 15:30-16:0 16:00-16:3	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 30 00 30	1 1 1 2 4 1 1 1 0 1 2 1 1 0	1 1 1 1 2 1 3 0 1 0 1 0 1	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 0 2 2 0 2 0 2 0 0 0 0 0 0 0 0 0 0	% Out 2 2 2 2 2 4 4 2 6 6 0 2 2 0 0 2 2 2 2	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 09:00-09:3 09:30-10:0 10:00-10:3 12:30-13:0 13:00-13:3 14:30-15:0 16:00-16:3 16:30-17:0 17:00-17:3	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 30 00 00 00 00 00 00 00 00 00 00 00 00	1 1 1 2 4 1 1 1 0 1 2 1 1 0	1 1 1 1 2 1 3 0 1 0 1 0 1 0 1	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 0 2 2 0 2 0 2 2 0 2 2	% Out 2 2 2 2 4 4 2 6 6 0 2 2 0 0 2 2 2 0 0	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:00-09:3 09:30-10:0 10:00-10:3 12:30-13:0 13:00-13:3 14:30-15:0 16:30-16:0 16:30-17:0 17:00-17:3	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 30 00 00 00 00 00 00 00 00 00 00 00 00	1 1 1 2 4 1 1 1 0 1 2 1 1 0 1 1	1 1 1 1 2 1 3 0 1 0 1 0 1 0 1 0 1	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 0 2 0 2 0 2 2 0 2 2 2 2 2 2 2 2	% Out 2 2 2 2 4 2 6 0 2 0 2 2 0 4 4 4 4 6 6 6 6 6 6 6 7 7 8 7 8 8 8 8 8 8 8 8 8	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 08:30-09:0 09:00-09:3 09:30-10:0 10:00-10:3 12:30-13:0 12:30-13:0 15:30-16:0 15:30-16:0 16:30-17:0 17:00-17:3 17:30-18:0	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 30 00 00 00 00 00 00 00 00 00 00 00 00	1 1 1 2 4 1 1 0 1 2 1 1 0 1 1 1	1 1 1 1 2 1 3 0 1 0 1 0 1 0 1 0 2 0 0	Class Location No of Dwellin PTAL % In 2 2 2 2 3 6 2 2 2 0 2 0 2 2 2 2 2 2 2 2 2 2 2 2 2	% Out 2 2 2 4 4 2 6 0 0 2 2 0 0 4 0 0 0 4	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 09:00-09:3 09:30-10:0 10:00-10:3 12:30-13:0 12:30-13:0 15:30-16:0 16:00-16:3 16:30-17:0 17:30-18:0 18:30-18:3 18:30-19:0	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 80 00 00 80 00	1 1 1 2 4 1 1 1 0 1 2 1 1 0 1 1 0 1	1 1 1 1 2 1 3 0 1 0 1 0 1 0 1 0 2 0 2	Class Location No of Dwellin PTAL % In 2 2 2 2 3 6 2 2 2 0 2 0 2 2 2 0 2 0 2 2 0 0 2 0	% Out 2 2 2 4 4 2 6 0 2 2 0 0 2 2 2 0 4 0 4 0 4	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 09:00-09:3 09:30-10:0 10:00-10:3 12:30-13:0 12:30-13:0 15:30-16:0 16:00-16:3 17:30-18:0 18:30-19:0 18:30-19:0	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 80 00 00 00 00 00 00 00 00 00 00 00 00	1 1 1 2 4 1 1 1 0 1 1 2 1 1 0 1 1 1 0 1 1 1 0 1 1 1 1	1 1 1 1 2 1 3 0 1 0 1 0 1 0 1 0 2 0 2 0 0 2	Class Location No of Dwellin PTAL % In 2 2 2 2 3 6 2 2 2 0 2 0 2 2 0 2 2 0 2 2 0 2 2 0 2 2 0 2 2 0 2 2 0 2 2 0 2 2 2 0 2 2 2 0 2 2 2 2 0 2 2 2 2 0 2	% Out 2 2 2 2 4 4 2 6 0 2 2 0 0 2 2 2 0 4 0 4 0 4 0 0	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 09:00-09:3 09:30-10:0 10:00-10:3 12:30-13:0 13:00-13:3 14:30-15:0 16:30-17:0 17:30-18:0 18:00-18:3 18:30-19:0 19:30-20:0 20:00-20:3	Osier Crescent Muswell Hill N10 1QW is 521 a 02/05/2007 80 00 00 00 00 00 00 00 00 00 00 00 00	1 1 1 2 4 1 1 1 0 1 1 2 1 1 0 1 1 1 0 1 1 1 0 1 1 1 1	1 1 1 1 2 1 3 0 1 0 1 0 1 0 1 1 0 2 0 2 0 0 2	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 0 2 2 0 2 2 0 2 2 0 2 2 2 2 0 2 2 2 2 0 2	% Out 2 2 2 2 4 4 2 6 0 0 2 2 0 0 4 4 0 0 0 0	C3 - Residential Inner 116	
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 08:30-09:0 09:00-09:3 09:30-10:0 10:30-11:0 12:00-12:3 12:30-13:0 13:00-13:3 14:30-15:0 16:30-17:0 17:00-17:3 17:30-18:0 18:30-19:0 20:00-20:3 21:30-22:0 Total	Osier Crescent Muswell Hill N10 1QW ii 521 ii 02/05/2007 80 00 00 00 00 00 00 00 00 00 00 00 00	1 1 2 4 1 1 0 1 2 1 1 0 1 1 1 0 1 1 2 1 1 2 1 1 1 2 1 1 1 1	1 1 1 1 1 2 1 3 0 1 0 1 0 1 0 2 0 2 0 0 0 18 sport for London	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 0 2 2 0 2 2 0 2 2 0 2 2 2 2 0 2	% Out 2 2 2 2 4 4 2 2 6 0 2 2 0 0 4 4 0 0 0 0 0 0 0	C3 - Residential Inner 116	Page 6 of 9
SurveyCo Survey Da Small Van Time 07:00-07:3 07:30-08:0 08:30-09:0 09:00-09:3 09:30-10:0 10:30-11:0 12:00-12:3 12:30-13:0 13:00-13:3 14:30-15:0 16:30-17:0 17:00-17:3 17:30-18:0 18:30-19:0 20:00-20:3 21:30-22:0 Total	Osier Crescent Muswell Hill N10 1QW ii 521 ii 02/05/2007 80 00 00 00 00 00 00 00 00 00 00 00 00	1 1 2 4 1 1 0 1 2 1 1 0 1 1 1 0 1 1 2 1 1 2 1 1 1 2 1 1 1 1	1 1 1 1 1 2 1 3 0 1 0 1 0 1 0 2 0 2 0 0 0 18 sport for London	Class Location No of Dwellin PTAL % In 2 2 2 3 6 2 2 2 0 2 2 0 2 2 0 2 2 0 2 2 2 2 0 2	% Out 2 2 2 2 4 4 2 2 6 0 2 2 0 0 4 4 0 0 0 0 0 0 0	C3 - Residential Inner 116	Page 6 of 9

TDAM Deliveries	D T:	_				Report ID 3
TRAVL - Deliveries	By IIm	е			5	Report ID 3
Address: Osier Crescent Osier Crescent			Business Class		Residential C3 - Residential	
Muswell Hill			Location		Inner	
N10 1QW			No of Dwellings		116	
SurveyCo 521			PTAL		1	
Survey Da 02/05/2007						
Transit (2 axle < 7.5 Tonnes))					
Time	In	Out	% In %	Out		
10:00-10:30	0	2	0	4		
10:30-11:00	1	0	2	0		
11:00-11:30	1	1	2	2		
12:00-12:30	1	0	2	0		
14:00-14:30	1	0	2	0		
14:30-15:00	0	1	0	2		
15:00-15:30	0	1	0	2		
15:30-16:00	4 1	1 0	6 2	2		
16:30-17:00 19:30-20:00	1	0	2	0		
Total	10	6	15	12		
Managed by MVA Consultancy on			10	12		Page 7 of 9
Printed On 26/06/2012 Predict			AVL Version : 8.16			Ü
TRAVL - Deliveries	Ry Tim	Δ.				Report ID 3
Address: Osier Crescent	. Бу і і і і		Business		Residential	
Osier Crescent			Class		C3 - Residential	
Muswell Hill			Location		Inner	
N10 1QW			No of Dwellings		116	
SurveyCo ₁ 521			PTAL		1	
Survey Da 02/05/2007						
Transit (Single rear tyre)						
Time	In	Out	% In %	Out		
07:00-07:30	0	1	0	2		
07:30-08:00	1	1	2	2		
08:00-08:30	3	3	5	6		
09:30-10:00	2	2	3	4		
10:00-10:30	4	3 2	6	6 4		
10:30-11:00 11:30-12:00	1 0	1	2 0	2		
12:00-12:30	1	1	2	2		
12:30-13:00	1	2	2	4		
13:00-13:30	2	2	3	4		
13:30-14:00	0	1	0	2		
14:00-14:30	2	0	3	0		
14:30-15:00	1	2	2	4		
15:00-15:30	1	0	2	0		
15:30-16:00	1	0	2	0		
16:00-16:30	1	0	2	0		
16:30-17:00 17:00-17:30	1 1	2 0	2 2	4		
17:30-18:00	1	1	2	2		
18:00-18:30	1	1	2	2		
18:30-19:00	0	1	0	2		
19:30-20:00	2	0	3	0		
20:00-20:30	0	1	0	2		
21:30-22:00	1	0	2	0		
Total	28	27	42	52		
Managed by MVA Consultancy on						Page 8 of 9
Printed On 26/06/2012 Predict		_	AVL Version : 8.16			Dament ID 0
TRAVL - Deliveries	By Tim	e				Report ID 3
Address: Parliament View		e)	Business		Parliament View A	partments
Albert Embankm	ent		Class		C3 - Residential	
Lambeth			Location		Central	
SE1 7XH			No of Dwellings		190	
Survey Da 23/11/2004			PTAL		4	
Survey Da 23/11/2004 Rigid 3 Axles						
Time	In	Out	% In % (Out		
07:00-07:30	2	2	67	67		
08:00-08:30	1	0	33	0		
08:30-09:00	0	1	0	33		
Total	3	3	100	100		
Managed by MVA Consultancy on						Page 9 of 9
Printed On 26/06/2012 Predict	or Type : No o	f Dwellings TR	AVL Version : 8.16			

Printed On 26/06/2012 Predictor Type : No of Dwellings TRAVL Version : 8.16

																1	C	2	F	P1		P2										
	Albior	n Wharf	Exeter	Road /	Gros	venor	Merryv	veather	Parlia	ament View					Ti	rip	Tri	р	Т	rip	T	rip										
Site	(Affo	rdable)	Ediso	n Close	Wate	erside	Pla	ace	Apt	s (Private)	то	TAL	Trip	Rate	Gene	ration	Genera	ation	Gene	eration	Gene	eration						HG	SVs			
Dwellings		45		34	2	95	2	26		190	8	40	8	40	1	81	15	5	2	14	1	131	1									
					Transit	(Single	Transit	(Single															1									
Vehicle Type	Rigid	3 Axles	Artic 3	-4 axles	rear	tyre)	rear	tyre)	Rig	id 3 Axles													%HGVs	%HGVs		21	C2		P	1	P2	
Deliveries	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT								
07:00-07:30									2	2	2	2	0.00	0.00	0	0	0	0	1	1	0	0	100	0% 1009	% C) (0	0	1	1	0	0
07:30-08:00					1	0					1	0	0.00	0.00	0	0	0	0	0	0	0	0		0% 09	% () (0	0	0	(0	0
08:00-08:30					1	1			1	0	2	1	0.00	0.00	0	0	0	0	1	0	0	0	50	0%	% C) (0	0	0		0	0
08:30-09:00	1	1			2	3			0	1	3	5	0.00	0.01	1	1	1	1	1	1	0	1	33	3% 409	% () (0	0	0	1	0	0
09:00-09:30					1	4	1	1			2	5	0.00	0.01	0	1	0	1	1	1	0	1		0% 09) (0	0	0		0	0
09:30-10:00	1	1	0	1	2	2					3	4	0.00	0.00	1	1	1	1	1	1	0	1	33	3% 509	% C) (0	0	0	1	0	0
10:00-10:30	1	1			4	4					5	5	0.01	0.01	1	1	1	1	1	1	1	1	20	0% 209	% C) (0	0	0		0	0
10:30-11:00					6	5					6	5	0.01	0.01	1	1	1	1	2	1	1	1		0% 09	% C) (0	0	0		0	0
11:00-11:30					5	2					5	2	0.01	0.00	1	0	1	0	1	1	1	0		0% 09	% C) (0	0	0	(0	0
11:30-12:00					3	6					3	6	0.00	0.01	1	1	1	1	1	2	0	1	(0% 09	% C) (0	0	0		0	0
12:00-12:30					3	1					3	1	0.00	0.00	1	0	1	0	1	0	0	0		0% 09	% C) (0	0	0		0	0
12:30-13:00					3	4					3	4	0.00	0.00	1	1	1	1	1	1	0	1		0% 09	% C) (0	0	0		0	0
13:00-13:30					5	0					5	0	0.01	0.00	1	0	1	0	1	0	1	0		0% 09	% C) (0	0	0		0	0
13:30-14:00					1	1					1	1	0.00	0.00	0	0	0	0	0	0	0	0		0% 09	% C) (0	0	0	(0	0
14:00-14:30					1	2					1	2	0.00	0.00	0	0	0	0	0	1	0	0	(0% 09	% C) (0	0	0		0	0
14:30-15:00					1	0					1	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
15:00-15:30					2	2					2	2	0.00	0.00	0	0	0	0	1	1	0	0	(0% 09	% C) (0	0	0		0	0
15:30-16:00											0	0	0.00	0.00	0	0	0	0	0	0	0	0		0% 09	% C) (0	0	0	(0	0
16:00-16:30					0	2					0	2	0.00	0.00	0	0	0	0	0	1	0	0	(0% 09	% C) (0	0	0	(0	0
16:30-17:00					0	2					0	2	0.00	0.00	0	0	0	0	0	1	0	0	(0% 09	% C) (0	0	0	(0	0
17:00-17:30					2	2					2	2	0.00	0.00	0	0	0	0	1	1	0	0	(0% 09	% C) (0	0	0	(0	0
17:30-18:00											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
18:00-18:30											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
18:30-19:00											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
19:00-19:30											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
19:30-20:00											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
20:00-20:30					1	0					1	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
20:30-21:00					0	1					0	1	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
21:00-21:30											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
21:30-22:00											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
22:00-22:30											0	0	0.00	0.00	0	0	0	0	0	0	0	0		0% 09	% C) (0	0	0	(0	0
22:30-23:00											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
23:00-23:30											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
23:30-24:00											0	0	0.00	0.00	0	0	0	0	0	0	0	0	(0% 09	% C) (0	0	0	(0	0
	3	3	0	1	44	44	1	1	3	3			•		11	11	9	10	13	13	8	8	-		1.3	1.5	5 1.1	1.3	1.5	1.8	0.9	1.1
	6%	6%	0%	2%	86%	85%	2%	2%	6%	6%																						

					0	:1		22	P	'1	P2		
	TO	TAL	Trip	Rate	Ti	ip	Ti	rip	Tı	rip	Trip		
	8	40	8-	40	-)		0	-	0		0	
	IN	OUT	IN	OUT	IN	OUT	IZ	OUT	IN	OUT	IN	OUT	
07:00-07:30	5	5	0.01	0.01	1	1	1	1	1	1	1	1	
07:30-08:00	1	0	0.00	0.00	0	0	0	0	0	0	0	0	
08:00-08:30	3	1	0.00	0.00	1	0	1	0	1	0	1	0	
08:30-09:00	4	8	0.01	0.01	1	2	1	1	1	2	1	1	
09:00-09:30	2	5	0.00	0.01	0	1	0	1	1	1	0	1	
09:30-10:00	4.3	6.6	0.01	0.01	1	1	1	1	1	2	1	1	
10:00-10:30	6.3	6.3	0.01	0.01	1	1	1	1	2	2	1	1	
10:30-11:00	6	5	0.01	0.01	1	1	1	1	2	1	1	1	
11:00-11:30	5	2	0.01	0.00	1	0	1	0	1	1	1	0	
11:30-12:00	3	6	0.00	0.01	1	1	1	1	1	2	0	1	
12:00-12:30	3	1	0.00	0.00	1	0	1	0	1	0	0	0	
12:30-13:00	3	4	0.00	0.00	1	1	1	1	1	1	0	1	
13:00-13:30	5	0	0.01	0.00	1	0	1	0	1	0	1	0	
13:30-14:00	1	1	0.00	0.00	0	0	0	0	0	0	0	0	
14:00-14:30	1	2	0.00	0.00	0	0	0	0	0	1	0	0	
14:30-15:00	1	0	0.00	0.00	0	0	0	0	0	0	0	0	
15:00-15:30	2	2	0.00	0.00	0	0	0	0	1	1	0	0	
15:30-16:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
16:00-16:30	0	2	0.00	0.00	0	0	0	0	0	1	0	0	
16:30-17:00	0	2	0.00	0.00	0	0	0	0	0	1	0	0	
17:00-17:30	2	2	0.00	0.00	0	0	0	0	1	1	0	0	
17:30-18:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
18:00-18:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
18:30-19:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
19:00-19:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
19:30-20:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
20:00-20:30	1	0	0.00	0.00	0	0	0	0	0	0	0	0	
20:30-21:00	0	1	0.00	0.00	0	0	0	0	0	0	0	0	
21:00-21:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
21:30-22:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
22:00-22:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
22:30-23:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
23:00-23:30	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
23:30-24:00	0	0	0.00	0.00	0	0	0	0	0	0	0	0	
	_			,	13	13	11	11	15	16	9	10	