

Mount Pleasant Site

Framework Delivery and Service Plan

Project Number VN50127 | April 2013

Mount Pleasant

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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As a consequence, the redline boundary for both applications has been withdrawn and amended plans submitted to the relevant Local Planning Authority, alongside this Errata Note.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
<i>Documents submitted in support of the Calthorpe Street Site application only</i>	
Planning Application Form, Land Ownership Certificate A and Agricultural Holdings Certificates;	Unaffected
The Covering Letter	Unaffected

Design and Access Statement: Volume 2: Calthorpe Street Development	Density calculations on page 45 amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density calculation of 438 habitable rooms/hectare.
Calthorpe Street Waste Management Plan	Unaffected
Calthorpe Street Framework Travel Plan	Unaffected
Calthorpe Street Operational Waste Plan	Unaffected
Calthorpe Street Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected
Calthorpe Street Energy Strategy including Overheating Report	Unaffected
<i>Documents submitted in support of the Phoenix Place Site application only</i>	
Planning Application Form, Land Ownership Certificate B and Agricultural Holdings Certificates	Unaffected
The Covering Letter	Unaffected
Design and Access Statement: Volume 3: Phoenix Place Development	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 habitable rooms/hectare.
Phoenix Place Waste Management Plan	Unaffected
Phoenix Place Framework Travel Plan	Unaffected
Phoenix Place Operational Waste Plan	Unaffected
Phoenix Place Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected

Phoenix Place Energy Strategy including Overheating Report	Unaffected
<i>The application documents which assess the Development across the Site are set out below</i>	
Planning Statement which includes the Economic and Regeneration Statement and draft Section 106 Heads of Terms	Density calculations for Calthorpe Street (page 37) amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density 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 1: Mount Pleasant	Unaffected
Environmental Statement: Volume 1: Main Text	Unaffected
Environmental Statement: Volume 2: Figures	Unaffected
Environmental Statement: Volume 3: Townscape, Visual and Built Heritage Assessment	Unaffected
Environmental Statement Volumes 4A to 4F (Appendices)	Unaffected
Environmental Statement Non-Technical Summary	Unaffected
Public Realm and Playspace Strategy	Unaffected
Housing Statement	Unaffected
Internal Daylight and Sunlight Assessment	Unaffected
Residential Travel Plan	Unaffected
Delivery and Servicing Plan	Unaffected

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

DP9

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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 via 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**.

- 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: Schedule of Development

Site name	Plot number	Residential Units	Office (sqm GFA)	Flexible commercial use sqm GFA
Calthorpe Street	C1	181	0	835
	C2	155	4701	737
Phoenix Place	P1	214	0	604
	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
	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
Office	Assoc of London Gov	Southwark	02/12/2004	6
	Baltic Exchange	City of London	08/02/2005	6
	Buckingham Palace Road	Westminster	26/03/2007	6
	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 Number	Monday – Friday 24 hour servicing trips per land use						Total servicing trips over 24 hours	
	Residential		Office		A1 Food			
	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 Number	AM Peak Hour Servicing Trips (0800-0900 for Residential, 0830-0930 for all other uses)						Total servicing trips over 24 hours	
	Residential		Office		A1 Food			
	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 Number	PM Peak Hour Servicing Trips (1800-1900 for all uses)						Total servicing trips over 24 hours	
	Residential		Office		A1 Food			
	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	Residential		Office		A1 Food	
	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 Farrington Road and Kings Cross Road. Smaller streets and residential streets, apart

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 on-site 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

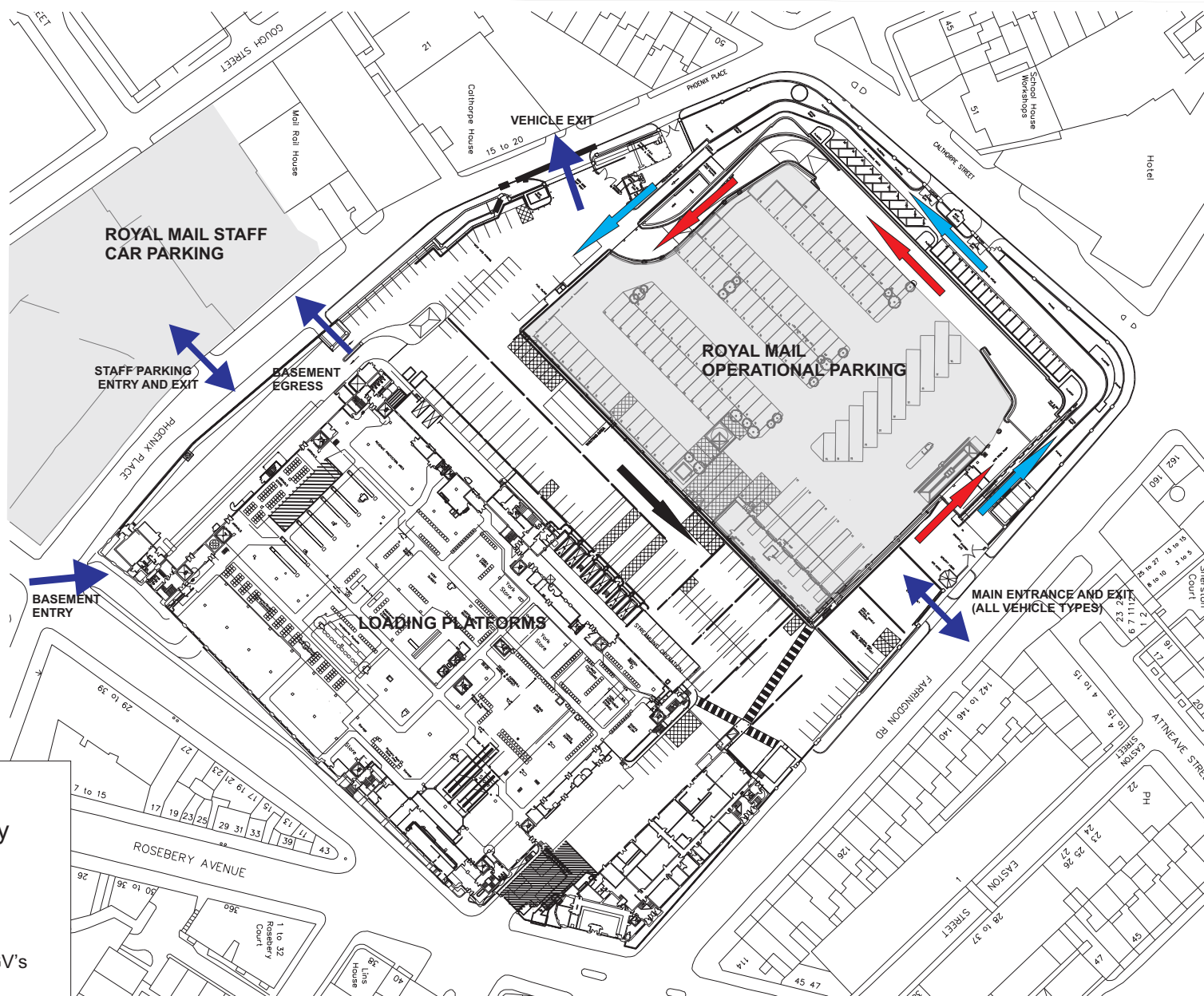
- 5.2.4 Subsequent targets in terms of trip reduction, time of arrivals, consolidating similar trips will be based on the results of this survey and set out in the site's Travel Plan update.

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 and 17:00. 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.



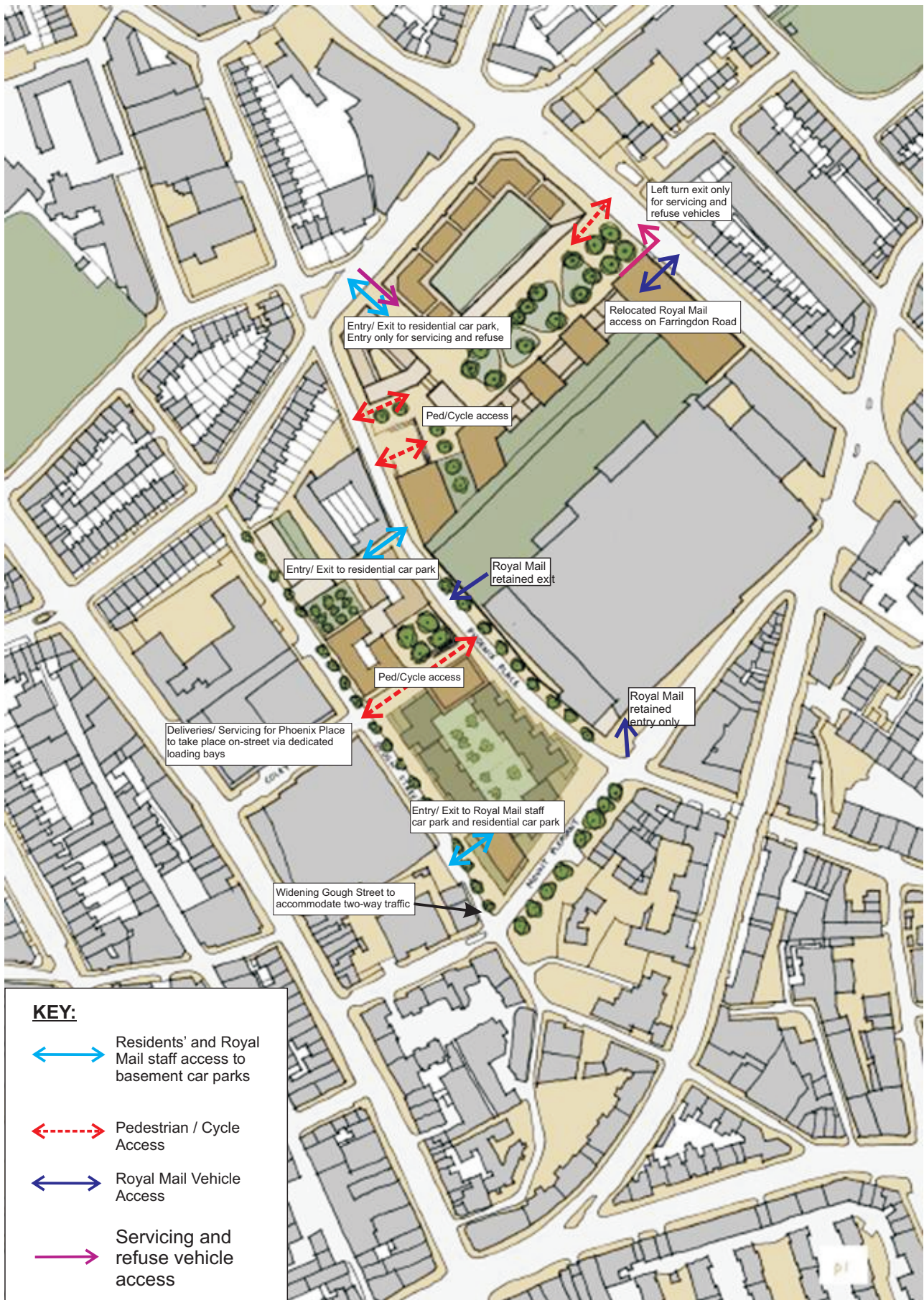
Access Points

Exit / Entry
All

Traffic circulation

All Vehicles
Artics and HGV's
LGV's

Drawing Title Existing Site Vehicular Access Points	Client ROYAL MAIL GROUP LIMITED				File Extension:
	Job Title MOUNT PLEASANT		Designed by: UU	Scale: NTS	Drg No:
			Drawn by: RS	1st Issued: JAN 13	
			Ckd/Appd: UU	Job No: VN 50127	FIGURE 1



Drawing Title PROPOSED DEVELOPMENT AND ACCESS POINTS	Client ROYAL MAIL GROUP LIMITED			File Extension:	
	Job Title MOUNT PLEASANT			Designed by: RS	Scale: NTS
		Drawn by: RS	1st Issued: JAN 2013		
		Ckd/Appd: UU	Job No: VN 50127		

Service Veh TRIP Generation AM

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1	0800-0900 for Res, 0830-0930 for Commercial	1	1	0	0	0	1	na	na	na	0	0	na	na	na	na	1	2
	Site C2	0800-0900 for Res, 0830-0930 for Commercial	1	1	4	4	0	1	na	na	na	0	0	na	na	na	na	5	4
	Site P1	0800-0900 for Res, 0830-0930 for Commercial	1	2	0	0	0	0	na	na	na	0	0	na	na	na	na	1	2
	Site P2	0800-0900 for Res, 0830-0930 for Commercial	1	1	0	0	0	0	na	na	na	0	0	na	na	na	na	1	1
	TOTAL	0800-0900 for Res, 0830-0930 for Commercial	4	5	4	4	0	2	0	0	0	0	0	0	0	0	0	8	12

Service Veh TRIP Generation PM

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1	1800-1900 for all uses	0	0	0	0	0	0	na	na	na	0	0	na	na	na	na	0	0
	Site C2	1800-1900 for all uses	0	0	1	1	0	0	na	na	na	0	0	na	na	na	na	1	1
	Site P1	1800-1900 for all uses	0	0	0	1	0	0	na	na	na	0	0	na	na	na	na	0	1
	Site P2	1800-1900 for all uses	0	0	0	0	0	0	na	na	na	0	0	na	na	na	na	0	0
	TOTAL	1800-1900 for all uses	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	2

Service Veh TRIP Generation 24 HR

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1		11	11	0	0	8	8	na	na	na	0	0	na	na	na	na	19	19
	Site C2		9	10	27	27	7	7	na	na	na	0	0	na	na	na	na	43	48
	Site P1		13	13	0	0	6	5	na	na	na	0	0	na	na	na	na	29	19
	Site P2		8	8	0	0	6	5	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	96	94

Service Veh TRIP Generation 24 HR HGV

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1		1	2	0	0	5	4	na	na	na	0	0	na	na	na	na	6	6
	Site C2		1	1	11	11	5	4	na	na	na	0	0	na	na	na	na	17	17
	Site P1		2	2	0	0	4	3	na	na	na	1	1	na	na	na	na	6	6
	Site P2		1	1	0	0	4	3	na	na	na	0	0	na	na	na	na	5	4
	TOTAL		5	6	11	11	17	15	0	0	0	1	1	0	0	0	0	35	33

Service PCU TRIP Generation AM

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1	0800-0900 for Res, 0830-0930 for Commercial	2	2			0	2	na	na	na	0	0	na	na	na	na	2	4
	Site C2	0800-0900 for Res, 0830-0930 for Commercial	1	2	5	5	0	2	na	na	na	0	0	na	na	na	na	6	8
	Site P1	0800-0900 for Res, 0830-0930 for Commercial	2	2			0	1	na	na	na	0	0	na	na	na	na	2	3
	Site P2	0800-0900 for Res, 0830-0930 for Commercial	1	1			0	1	na	na	na	0	0	na	na	na	na	1	2
	TOTAL	0800-0900 for Res, 0830-0930 for Commercial	6	7	5	5	0	5	0	0	0	0	0	0	0	0	0	11	17

Service PCU TRIP Generation PM

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1	1800-1900 for all uses	0	0			0	0	na	na	na	0	0	na	na	na	na	0	0
	Site C2	1800-1900 for all uses	0	0	2	2	0	0	na	na	na	0	0	na	na	na	na	2	2
	Site P1	1800-1900 for all uses	0	0			0	0	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	0	0	na	na	na	na	0	0
	TOTAL	1800-1900 for all uses	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2

Service HGV Generation AM

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1	0800-0900 for Res, 0830-0930 for Commercial	0	0			0	0	na	na	na					na	na	0	1
	Site C2	0800-0900 for Res, 0830-0930 for Commercial	0	0	1	1	0	0	na	na	na					na	na	1	2
	Site P1	0800-0900 for Res, 0830-0930 for Commercial	1	1			0	0	na	na	na					na	na	1	1
	Site P2	0800-0900 for Res, 0830-0930 for Commercial	0	0			0	0	na	na	na					na	na	0	1
	TOTAL	0800-0900 for Res, 0830-0930 for Commercial					0	0	0	0	0					0	0	2	4

Service HGV Generation PM

		Res		Office		A1 Food Retail		A1 Non-Food Retail (central)		A1 Non-Food Retail (All London)		A3 Cafe		A3 Restaurant		Community uses		TOTAL	
		In	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out	N	Out
Vehicles	Site C1	0800-0900 for Res, 0830-0930 for Commercial	0	0			0	0	na	na	na					na	na	0	0
	Site C2	0800-0900 for Res, 0830-0930 for Commercial	0	0	1	1	0	0	na	na	na					na	na	1	1
	Site P1	0800-0900 for Res, 0830-0930 for Commercial	0	0			0	0	na	na	na					na	na	0	0
	Site P2	0800-0900 for Res, 0830-0930 for Commercial	0	0			0	0	na	na	na					na	na	0	0
	TOTAL	0800-0900 for Res, 0830-0930 for Commercial	0	0			0	0	0	0	0					0	0	1	1

TRAVL - Deliveries By Time

Address: Waitrose
The Colonnades, 30 Porchester Road, Bayswater
Paddington
W2 6ES

Business Class
Supermarket
A1 - Supermarket

Location
Central

Gross Floor Area (sq ft)
1210

PTAL
6

SurveyCo# 889

Survey Date 10/06/2010

Article 3-4 axles

Time	In	Out	% In	% Out
07:00-07:30	1	0	7	0
08:00-08:30	0	1	0	7
11:30-12:00	2	2	13	14
14:00-14:30	1	0	7	0
15:00-15:30	0	1	0	7
Total	4	4	27	29

Car

Time	In	Out	% In	% Out
10:30-11:00	1	0	7	0
11:30-12:00	0	1	0	7
Total	1	1	7	7

Rigid 2 axles

Time	In	Out	% In	% Out
08:00-08:30	1	0	7	0
08:30-09:00	0	1	0	7
10:30-11:00	1	1	7	7
Total	2	2	13	14

Rigid 3 Axles

Time	In	Out	% In	% Out
08:00-08:30	1	1	7	7
16:30-17:00	1	0	7	0
Total	2	1	13	7

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

TRAVL - Deliveries By Time

Address: Waitrose
The Colonnades, 30 Porchester Road, Bayswater
Paddington
W2 6ES

Business Class
Supermarket
A1 - Supermarket

Location
Central

Gross Floor Area (sq ft)
1210

PTAL
6

SurveyCo# 889

Survey Date 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 Tonnes)

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

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

Report ID 3

120710_201059-01-130_Trip Gen rev6.xls - Microsoft Excel

Home Insert Page Layout Formulas Data Review View Organize 2012 Acrobat

Font Paragraph Styles

Clipboard Font Paragraph Styles

Alignment

Number

Conditional Formatting as Table

Styles

Normal 2 Normal 3 Normal 4 Normal

Bad Good Neutral Calculation

Insert Delete Format

Cells

Editing

Autosum Fill Sort & Find & Filter Select

TRAVL 8.16 (Expires on 30/04/2013)

Help Open Assessment Export Assessment Import Assessment Configuration Exit

Selected Surveys

Save Assessment

Land Use A1 - Supermarket

Predictor Values

Gross Floor Area (sq m) from 0 to 20000

Retail Floor Area (sq m) from 0 to 7704

Survey Day

Monday Tuesday Wednesday Thursday Friday Saturday Sunday

Surveys Show all for each site

Year from ALL Location ALL PTAL from 4 to 6

Tick boxes to select sites with the following information you require

Tip Rates Travel Plan Information Observed Deliveries Freight Surveys

Search Clear

Filter Results:

Select	Survey Code	Name	Borough	Survey Date	PTAL	GFA (sq m)	RFA	Area	Total Parking	Survey Hrs	Inc. Tip Rates	Travel Plan Info
	23	Saleway SOUTHWARK	26/06/1992	6	2787	2907	Inner	210	07:30-21:30	✓	✓	✓
	46	Coop CROYDON	31/07/1992	6	3346	1894	Outer	175	08:00-21:30	✓	✓	✓
	66	Saleway ISLINGTON	1/10/1993	5	3716	2620	Inner	323	07:30-21:30	✓	✓	✓
	80	Sainsbury's KENSINGTON & CHELSEA	6/05/1994	4	4883	2922	Inner	265	08:30-22:30	✓	✓	✓
	200	Tesco Metro ISLINGTON	26/11/1997	5	1994	1000	Inner	0	08:00-22:30	✓	✓	✓
	230	Somerfield REDBRIDGE	6/11/1998	4	1463	812	Outer	12	08:00-22:30	✓	✓	✓
	290	Tesco Superstore KENSINGTON & CHELSEA	29/04/1999	6	4645	2798	Inner	350	07:30-22:30	✓	✓	✓
	293	Tesco Metro HAMMERSMITH & FULHAM	26/01/2000	5	618	670	Inner	3	06:30-22:30	✓	✓	✓
	291	Coop Pioneer WALTHAM FOREST	14/01/2000	4	3900	1670	Outer	280	07:30-22:30	✓	✓	✓
	302	Sainsbury's Local WESTMINSTER	19/10/2000	5	546	245	Inner	0	05:30-00:00	✓	✓	✓
	310	Sainsbury's Local WESTMINSTER	26/10/2000	6	489	270	Central	0	05:30-00:00	✓	✓	✓
	210	Sainsbury's ISLINGTON	6/11/2000	6	4000	2970	Central	130	07:30-22:30	✓	✓	✓
	480	Aldi BRENT	13/09/2006	4	8897	0	Outer	534	00:00-24:00	✓	✓	✓
	840	Tesco Express WESTMINSTER	25/11/2009	5	1200	880	Central	0	06:30-23:30	✓	✓	✓
	940	Tesco Express RICHMOND UPON THAMES	2/02/2010	4	950	290	Outer	0	06:30-23:00	✓	✓	✓
	880	Waitrose WESTMINSTER	10/06/2010	6	1210	1070	Central	0	08:00-21:30	✓	✓	✓
	930	Tesco Express HAMMERSMITH & FULHAM	24/06/2010	4	480	240	Inner	0	06:30-23:00	✓	✓	✓
	980	Sainsbury's Nine Elms LAMBETH	3/02/2011	6	4080	2426	Inner	340	06:30-23:00	✓	✓	✓
	1054	Tesco Express LAMBETH	17/11/2011	6	370	270	Inner	16	06:30-23:00	✓	✓	✓
	1045	Sainsbury's Local LAMBETH	22/11/2011	6	300	300	Inner	0	06:30-23:00	✓	✓	✓

Any survey highlighted in this colour do not contain trip rates and will be excluded from trip rate results. (These surveys are TRACE or freight only surveys)

Page 1 of 2

Report ID 3

Page 2 of 2

FOOD Servicing Trips

Site Floor area																	TOTAL 1210	Trip Rate 12		C1		C2		P1		P2		HGVs									
	Waitrose 1210																			Trip Generation 835		Trip Generation 737		Trip Generation 604		Trip Generation 283											
	Car		Motor Cycle		Small Van		Transit (2 axle < 7.5 Tonnes)		Transit (Single rear tyre)		Rigid 2 axes		Rigid 3 axes		Rigid 4 axes					Artic 3-4 axes																	
Vehicle Type	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT			
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	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT			
07:00-07:30															1	0	1	0	0.08	0.00	1	0	1	0	0	0	0	0	0	0	0	0	0	0			
07:30-08:00															0	0	0	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00-08:30															1	2	0.08	0.17	1	1	1	1	1	0	1	0	0	1	0	0	1	0	0	0			
08:30-09:00															0	1	0.00	0.08	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
09:00-09:30															0	0	0.00	0.00	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0			
10:30-11:00	1	0													1	0	0.08	0.00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00-11:30															0	1	0.00	0.08	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
11:30-12:00	0	1													2	3	0.17	0.25	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1				
12:00-12:30															2	1	0.17	0.08	1	1	1	1	1	1	0	0	1	0	0	0	0	0	0				
12:30-13:00															0	0	0.00	0.00	0	0	0	0	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	0	0			
13:30-14:00															0	0	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00-14:30															1	1	0.08	0.08	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0			
14:30-15:00															1	0	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00-15:30															0	1	0.00	0.08	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
15:30-16:00															2	0	0.17	0.00	1	0	1	0	1	0	1	0	1	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	0	0	0	0	0	0	0			
16:30-17:00															2	1	0.17	0.08	1	1	1	1	1	0	1	0	1	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	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	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	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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			

c1
C2
P1

	TOTAL		Trip Rate		C1		C2		P1		P2	
					Trip		Trip		Trip		Trip	
	1210		12		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	0	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	Survey Date	PTAL	GFA
Assoc of Lc	404	Southwark	02/12/2004	6	3066
Baltic Exch	409	City of London	08/02/2005	6	3809
Buckingham	835	Westminster	26/03/2007	6	5337
Ecclestone	512	Westminster	26/03/2007	6	6323
Highbury H	324	Islington	23/04/2001	6	1000
MVA Trans	473	Westminster	14/06/2006	6	509
Windsor Hc	836	Westminster	26/03/2007	6	5468

TRAVL - Deliveries By Time

Report ID 3

Address: Assoc of London Government
59.5 Southwark Street
Southwark
SE1 0AL

Business Government
Class B1 - Office
Location Central
Employees 100
PTAL 6

SurveyCode 404

Survey Date 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 on behalf of Transport for London

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

TRAVL - Deliveries By Time

Report ID 3

Address: Baltic Exchange
38 St Mary Axe
City of London
EC3A 8BH

Business Various
Class B1 - Office
Location Central
Employees 150
PTAL 6

SurveyCode 409

Survey Date 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 on behalf of Transport for London

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

TRAVL - Deliveries By Time

Report ID 3

Address: Buckingham Palace Road
172 Buckingham Palace Road London
Victoria
SW1W 9TN

Business TfL Offices
Class B1 - Office
Location Central
Employees 500
PTAL 6

SurveyCoc835

Survey Da26/03/2007

Car

Time	In	Out	% In	% Out
07:30-08:00	1	1	6	6
Total	1	1	6	6

Motor Cycle

Time	In	Out	% In	% Out
12:00-12:30	1	0	6	0
13:00-13:30	0	1	0	6
Total	1	1	6	6

Pedestrian

Time	In	Out	% In	% Out
15:00-15:30	1	1	6	6
Total	1	1	6	6

Small Van

Time	In	Out	% In	% Out
08:30-09:00	1	1	6	6
09:30-10:00	1	1	6	6
10:00-10:30	1	0	6	0
10:30-11:00	0	1	0	6
Total	3	3	19	19

Managed by MVA Consultancy on behalf of Transport for London

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Printed On 26/06/2012

Predictor Type : Employees TRAVL Version : 8.16

TRAVL - Deliveries By Time

Report ID 3

Address: Buckingham Palace Road
172 Buckingham Palace Road London
Victoria
SW1W 9TN

Business TfL Offices
Class B1 - Office
Location Central
Employees 500
PTAL 6

SurveyCoc835

Survey Da26/03/2007

Transit (2 axle < 7.5 Tonnes)

Time	In	Out	% In	% Out
08:00-08:30	1	0	6	0
10:00-10:30	0	1	0	6
10:30-11:00	1	0	6	0
11:00-11:30	0	1	0	6
17:00-17:30	1	1	6	6
Total	3	3	19	19

Transit (Single rear tyre)

Time	In	Out	% In	% Out
09:00-09:30	1	1	6	6
10:00-10:30	1	1	6	6
11:00-11:30	2	2	13	13
11:30-12:00	1	1	6	6
12:00-12:30	0	1	0	6
12:30-13:00	1	1	6	6
13:30-14:00	1	0	6	0
Total	7	7	44	44

Managed by MVA Consultancy on behalf of Transport for London

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Printed On 26/06/2012

Predictor Type : Employees TRAVL Version : 8.16

TRAVL - Deliveries By Time

Report ID 3

Address: Eccleston Place
25 Eccleston Place, London
Victoria
SW1W 9NF

Business TfL Offices
Class B1 - Office
Location Central
Employees 400
PTAL 6

SurveyCoc512

Survey Da26/03/2007

Rigid 2 axles

Time	In	Out	% In	% Out
11:00-11:30	1	0	7	0
11:30-12:00	0	1	0	7
Total	1	1	7	7

Transit (2 axle < 7.5 Tonnes)

Time	In	Out	% In	% Out
08:00-08:30	1	1	7	7
Total	1	1	7	7

Transit (Single rear tyre)

Time	In	Out	% In	% Out
08:00-08:30	1	1	7	7
09:00-09:30	2	2	14	14
09:30-10:00	1	1	7	7
10:00-10:30	1	1	7	7
12:00-12:30	2	2	14	14
14:00-14:30	4	4	29	29
14:30-15:00	1	1	7	7
Total	12	12	86	86

Managed by MVA Consultancy on behalf of Transport for London

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Printed On 26/06/2012

Predictor Type : Employees

TRAVL Version : 8.16

TRAVL - Deliveries By Time

Report ID 3

Address: Highbury House Communications
1 - 3 Highbury Station Road
Highbury
N1 1SE

Business Publishing business
Class B1 - Office
Location Inner
Employees 160
PTAL 6

SurveyCoc324

Survey Da23/04/2001

Car

Time	In	Out	% In	% Out
09:30-10:00	1	1	7	7
11:30-12:00	2	2	13	13
12:30-13:00	1	1	7	7
13:30-14:00	1	1	7	7
Total	5	5	33	33

Motor Cycle

Time	In	Out	% In	% Out
09:00-09:30	1	1	7	7
14:30-15:00	1	1	7	7
15:00-15:30	1	1	7	7
Total	3	3	20	20

Transit (Single rear tyre)

Time	In	Out	% In	% Out
08:00-08:30	1	1	7	7
08:30-09:00	2	2	13	13
09:00-09:30	1	1	7	7
11:00-11:30	1	1	7	7
11:30-12:00	1	1	7	7
13:30-14:00	1	1	7	7
Total	7	7	47	47

Managed by MVA Consultancy on behalf of Transport for London

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Printed On 26/06/2012

Predictor Type : Employees

TRAVL Version : 8.16

TRAVL - Deliveries By Time

Report ID 3

Address: MVA Transport Consultancy
1 Berners Street
Westminster
W1T 3LA

Business Transport Consultants
Class B1 - Office
Location Central
Employees 44
PTAL 6

SurveyCoc473

Survey Da14/06/2006

Transit (Single rear tyre)

Time	In	Out	% In	% Out
10:30-11:00	1	0	50	0
11:30-12:00	0	1	0	50
15:30-16:00	1	1	50	50
Total	2	2	100	100

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Printed On 26/06/2012

Predictor Type : Employees TRAVL Version : 8.16

TRAVL - Deliveries By Time

Report ID 3

Address: Windsor House
Windsor House, 42 - 50 Victoria Street, Victoria, Westm
Victoria
SW1H 0TL

Business TfL Offices
Class B1 - Office
Location Central
Employees 333
PTAL 6

SurveyCoc836

Survey Da26/03/2007

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	3	3	8	8
Total	8	8	20	20

Pedal Cycle

Time	In	Out	% In	% Out
10:30-11:00	1	0	3	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	In	Out	% In	% Out
15:00-15:30	1	0	3	0
15:30-16:00	1	2	3	5
Total	2	2	5	5

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Printed On 26/06/2012

Predictor Type : Employees TRAVL Version : 8.16

TRAVL - Deliveries By Time

Report ID 3

Address: Windsor House
Windsor House, 42 - 50 Victoria Street, Victoria, Westm
Victoria
SW1H 0TL

Business TfL Offices
Class B1 - Office
Location Central
Employees 333
PTAL 6

SurveyCoc836

Survey Da26/03/2007

Rigid 2 axles

Time	In	Out	% In	% Out
09:00-09:30	1	1	3	3
11:30-12:00	1	0	3	0
12:00-12:30	0	1	0	3
12:30-13:00	1	0	3	0
13:00-13:30	0	1	0	3
Total	3	3	8	8

Small Van

Time	In	Out	% In	% Out
08:00-08:30	1	1	3	3
10:00-10:30	1	1	3	3
10:30-11:00	1	0	3	0
11:00-11:30	1	1	3	3
11:30-12:00	0	1	0	3
Total	4	4	10	10

Transit (2 axle < 7.5 Tonnes)

Time	In	Out	% In	% Out
08:30-09:00	1	1	3	3
09:00-09:30	1	0	3	0
11:00-11:30	1	0	3	0
11:30-12:00	0	1	0	3
17:30-18:00	1	1	3	3
18:00-18:30	0	1	0	3
Total	4	4	10	10

Managed by MVA Consultancy on behalf of Transport for London

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Printed On 26/06/2012

Predictor Type : Employees TRAVL Version : 8.16

TRAVL - Deliveries By Time

Report ID 3

Address: Windsor House

Windsor House, 42 - 50 Victoria Street, Victoria, Westm

Victoria

SW1H 0TL

Business

TfL Offices

Class

B1 - Office

Location

Central

Employees

333

PTAL

6

SurveyCoc836

Survey Date 26/03/2007

Transit (Single rear tyre)

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 behalf of Transport for London

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Predictor Type : Employees TRAVL Version : 8.16

OFFICE - Mid Range

													C2				P2			
Site	Baltic Exchange		Highbury House Communications								MVA Transport Consultancy			TOTAL	Trip Rate		Trip Generation		Trip Generation	
Floor area	3809		1000								509			5318	53		4701		0	
Vehicle Type Deliveries	Rigid 3 Axes		Car		Motor Cycle		Transit (Single rear tyre)		Transit (Single rear tyre)											
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
07:00-07:30	4	4										4	4	0.08	0.08	4	4	0	0	
07:30-08:00												0	0	0.00	0.00	0	0	0	0	
08:00-08:30	1	1					1	1				2	2	0.04	0.04	2	2	0	0	
08:30-09:00	1	1					2	2				3	3	0.06	0.06	3	3	0	0	
09:00-09:30							2	2				2	2	0.04	0.04	2	2	0	0	
09:30-10:00			1	1		1	1	1				1	1	0.02	0.02	1	1	0	0	
10:00-10:30	2	2										2	2	0.04	0.04	2	2	0	0	
10:30-11:00									1	0		1	0	0.02	0.00	1	0	0	0	
11:00-11:30	1	1					1	1				2	2	0.04	0.04	2	2	0	0	
11:30-12:00							1	1	0	1		3	4	0.06	0.08	3	4	0	0	
12:00-12:30	1	1					1	1				1	1	0.02	0.02	1	1	0	0	
12:30-13:00			1	1								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			1	1				1	1			2	2	0.04	0.04	2	2	0	0	
14:00-14:30	1	1										1	1	0.02	0.02	1	1	0	0	
14:30-15:00					1	1						1	1	0.02	0.02	1	1	0	0	
15:00-15:30					1	1						1	1	0.02	0.02	1	1	0	0	
15:30-16:00									1	1		1	1	0.02	0.02	1	1	0	0	
16:00-16:30	1	1										1	1	0.02	0.02	1	1	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	1	1										1	1	0.02	0.02	1	1	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	
		13	13	5	5	3	3	7	7	2	2					27	27	0	0	
		43%	43%	17%	17%	10%	10%	23%	23%	7%	7%									

[illegible]

	TOTAL		Trip Rate		C2		P2	
	0		0		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 Dwellings
Albion Wharf	417	Battersea	19/04/2005	4	45
Exeter Road	254	Walthamstow	03/02/1999	3	84
Grosvenor	680	Westminster	22/10/2008	2	295
Merryweather	1059	Greenwich	03/11/2011	4	226
Osier Crescent	521	Muswell Hill	02/05/2007	1	116
Parliament	399	Lambeth	23/11/2004	4	190

TRAVL - Deliveries By Time

Report ID 3

Address: Albion Wharf (Affordable)
6 Hester Road,
Battersea
SW11 4AL

Business Residential Development
Class C3 - Residential
Location Central
No of Dwellings 45
PTAL 4

Survey Code 417
Survey Date 19/04/2005
Rigid 3 Axles

Time	In	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

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

TRAVL - Deliveries By Time

Report ID 3

Address: Exeter Road / Edison Close
Exeter Road
Walthamstow
E17

Business Residential
Class C3 - Residential
Location Outer
No of Dwellings 84
PTAL 3

Survey Code 254
Survey Date 03/02/1999
Artic 3-4 axles

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

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

TRAVL - Deliveries By Time

Report ID 3

Address: Grosvenor Waterside
Gatloff Road Westminster
Westminster
SW1W 8QP

Business Residential
Class C3 - Residential
Location Central
No of Dwellings 295
PTAL 2

Survey Code 680
Survey Date 22/10/2008
Transit (Single rear tyre)

Time	In	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
14:30-15:00	1	0	2	0
15:00-15:30	2	2	5	5
16:00-16:30	0	2	0	5
16:30-17:00	0	2	0	5
17:30-18:00	2	2	5	5
20:00-20:30	1	0	2	0
20:30-21:00	0	1	0	2
Total	44	44	100	100

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

TRAVL - Deliveries By Time

Report ID 3

Address: Merryweather Place
Merryweather Place Greenwich High Road
Greenwich
SE10 8EW

Business Residential
Class C3 - Residential
Location Inner
No of Dwellings 226
PTAL 4

SurveyCode 1059

Survey Date 03/11/2011

Transit (Single rear tyre)

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

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

TRAVL - Deliveries By Time

Report ID 3

Address: Osier Crescent
Osier Crescent
Muswell Hill
N10 1QW

Business Residential
Class C3 - Residential
Location Inner
No of Dwellings 116
PTAL 1

SurveyCode 521

Survey Date 02/05/2007

Rigid 2 axles

Time	In	Out	% In	% Out
15:00-15:30	2	0	3	0
Total	2	0	3	0

Rigid 3 Axles

Time	In	Out	% In	% Out
10:30-11:00	2	0	3	0
11:00-11:30	1	1	2	2
Total	3	1	5	2

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

TRAVL - Deliveries By Time

Report ID 3

Address: Osier Crescent
Osier Crescent
Muswell Hill
N10 1QW

Business Residential
Class C3 - Residential
Location Inner
No of Dwellings 116
PTAL 1

SurveyCode 521

Survey Date 02/05/2007

Small Van

Time	In	Out	% In	% Out
07:00-07:30	1	1	2	2
07:30-08:00	1	1	2	2
08:30-09:00	1	1	2	2
09:00-09:30	2	1	3	2
09:30-10:00	4	2	6	4
10:00-10:30	1	1	2	2
10:30-11:00	1	3	2	6
12:00-12:30	1	0	2	0
12:30-13:00	0	1	0	2
13:00-13:30	1	0	2	0
14:30-15:00	2	1	3	2
15:30-16:00	1	0	2	0
16:00-16:30	1	1	2	2
16:30-17:00	0	1	0	2
17:00-17:30	1	0	2	0
17:30-18:00	1	2	2	4
18:00-18:30	1	0	2	0
18:30-19:00	0	2	0	4
19:30-20:00	1	0	2	0
20:00-20:30	1	0	2	0
21:30-22:00	1	0	2	0
Total	23	18	35	35

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

TRAVL - Deliveries By Time

Report ID 3

Address: Osier Crescent
Osier Crescent
Muswell Hill
N10 1QW

Business Residential
Class C3 - Residential
Location Inner
No of Dwellings 116
PTAL 1

Survey Code 521

Survey Date 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	6	2
16:30-17:00	1	0	2	0
19:30-20:00	1	0	2	0
Total	10	6	15	12

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

TRAVL - Deliveries By Time

Report ID 3

Address: Osier Crescent
Osier Crescent
Muswell Hill
N10 1QW

Business Residential
Class C3 - Residential
Location Inner
No of Dwellings 116
PTAL 1

Survey Code 521

Survey Date 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	6	6
10:30-11:00	1	2	2	4
11:30-12:00	0	1	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	1	2	2	4
17:00-17:30	1	0	2	0
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

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

TRAVL - Deliveries By Time

Report ID 3

Address: Parliament View Apts (Private)
Albert Embankment
Lambeth
SE1 7XH

Business Parliament View Apartments
Class C3 - Residential
Location Central
No of Dwellings 190
PTAL 4

Survey Code 399

Survey Date 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

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