3-6 Spring Place, Kentish Town
Response to Highways Comments (Planning Ref: 2020/5913/P)

194587/N05

Executive Summary

- A planning application (Ref: 2020/5913/P) was submitted in January 2021 for the change of use of an existing industrial unit (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E). Following submission, the London Borough of Camden (LBC) Highways Team provided comments on the application, which are included at **Appendix A**. The table below summarises the main comments and provides a response to each point.

Table 1: Highways Comments and Vectos Response

Highways Comment	Response
There is a reasonable possibility of the operator using self-employed owner driver franchisees (ODFs). This would limit the operator's control of certain aspects of driver behaviour such as van commuting to the site and indiscriminate parking in the area.	As part of the revised scheme, everything will be contained on site and as such there will be no overspill. It has been demonstrated that there is adequate room within the site to accommodate vehicles when they arrive and depart the site.
The proposed routeing includes Queens Crescent (west of Grafton Road), which has a street market two days a week and may be closed to all through traffic in the future.	The revised scheme means that all servicing vehicles (7.5t - 18t) vehicles will route to/from the site via Holmes Road and Grafton Road to the south. There will be no requirement to route via Queens Crescent.
The proposed routeing includes Holmes Road, which has a KSI hotspot at the junction with Kentish Town Road and may have traffic restrictions applied in the future.	The level of traffic as a result of the development will generate negligible amounts of traffic on Holmes Road. Notwithstanding this, SEGRO is proposing in the framework DSMP to restrict servicing vehicles (7.5t - 18t) travelling on Holmes Road between the hours 0800-0945 and 1515-1615 to avoid school times. In any case, all traffic (irrespective of the ODF or overnight model) is likely to travel outside of peak school times. There is an area of KSI's at the Holmes Road/Kentish Town Road junction and the Applicant is willing to work collaboratively with the Council to improve safety at this location whilst maintaining vehicular access to existing employment sites including 3-6 Spring Place.

The proposed routeing includes Grafton Road, which is residential and forms part of Cycle Superhighway 6.	The likely level of traffic anticipated on Grafton Road is negligible. Furthermore, whilst it is noted that Grafton Road is a residential in nature and part of a cycle route, this does not restrict vehicles from using it and it is considered an acceptable existing route for LGVs and HGVs. Other vehicles would still be able to use this route and as such it is not reasonable to restrict vehicles associated with the development using Grafton Road.
The proposed routeing includes Queens Crescent (east of Grafton Road) which has a narrow carriageway and is adjacent to a MUGA.	The revised scheme means that all servicing vehicles (7.5t -18t) vehicles will route to/from the site via Holmes Road and Grafton Road to the south and as such routing to the north via Gillies Street is no longer required.
The proposed routeing includes a dog leg: Spring Place – Holmes Road – Grafton Road, which is close to the Collège Français Bilingue de Londres with nearly 700 pupils.	At the Spring Place/Holmes Road/Grafton Road 'dogleg' there are wide footways with bollards on either side of the road to separate vehicles and pedestrians. There is also a raised table to reduce vehicle speeds. In addition, there has only been one slight pedestrian/cyclist casualty at this location. Given the proposals will not significantly increase vehicle movements at this location, it will not detrimentally affect the safety of pedestrians and cyclists.
The lack of working space within the site could bring about indiscriminate parking of delivery vans in the surrounding network.	B8 Last mile operations are highly efficient, controlled operations, which are technology managed using software to drive speed and efficiency. As part of the revised proposals, a detailed indicative internal layout design has been produced to demonstrate how the operation can be laid out to manage loading activity and vehicles in and out of the site sequentially. As a result, there will be no overspill parking, and everything will be contained on-site. The former Addison Lee operation also demonstrates precedent for a well-managed operation.
The use of Spring Place to offload incoming HGVs (and possibly LGVs) would involve the large scale transfer of goods over the footway, to the detriment of pedestrian safety.	The amended scheme seeks to alter the existing access arrangements in order to facilitate on-site servicing/loading and as such no on-street loading would be required, taking away the need to transfer and goods of the footway.

Introduction

1. A planning application (Ref: 2020/5913/P) was submitted in January 2021 for the change of use of an existing industrial unit (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E). The application was supported by a Transport Statement (TS) and Delivery and Servicing Management Plan (DSMP), which form the basis of the contents of this Note.

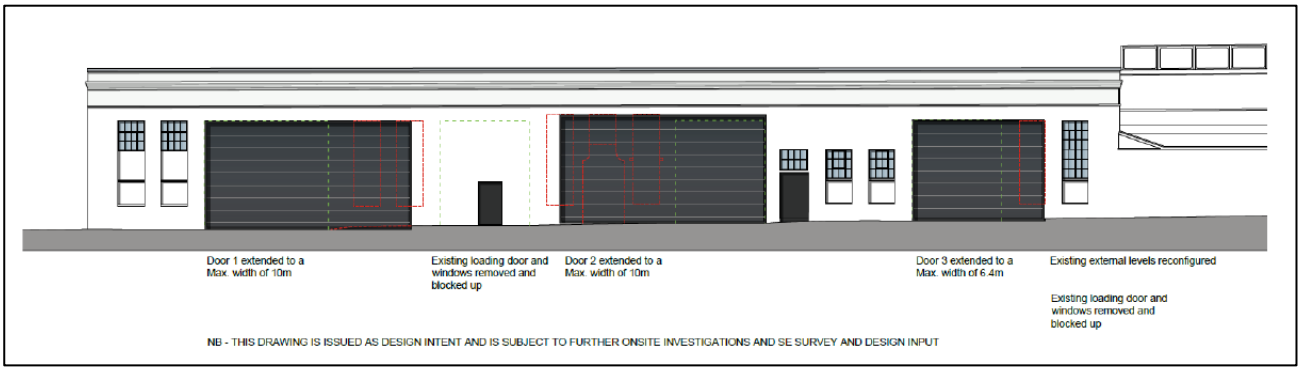
2. Following submission of the planning application (Ref: 2020/5913/P), the London Borough of Camden (LBC) Highways Team provided comments in relation to the proposals, which are attached at **Appendix A**.

Updated Development Proposals

3. It is first important to set out that the development proposals have been updated since the submission of the planning application as a result of consultation with LBC and key stakeholders including local residents' groups.

4. The updated scheme proposes to alter the existing access arrangements to provide three access doors instead of four as well as widen the doors to facilitate on-site loading. The updated site layout is attached at **Appendix B** and an illustration of the proposed access arrangements are provided below.

Figure 1: Proposed Access Arrangements



5. The updated scheme facilitates all vehicular activity to occur on-site including all servicing/delivery of goods. Vehicle tracking (included at **Appendix C**) shows that the largest vehicles that will serve the site (7.5t -18t vehicles) can be accommodated on-site. Given all vehicular activity associated with the proposals will occur within the unit, there would not be a requirement to transfer goods over the footway.

6. The updated scheme also means the routing strategy previously submitted has been amended. As all servicing vehicles (7.5t -18t vehicles) can be accommodated on site, these vehicles will now travel to/from the site to the south via Grafton Road and Holmes Road. The revised routing strategy is included at **Appendix D**. Further details on the suitability of Grafton Road and Holmes Road are provided later in this Note.

7. As a result of the updated scheme, a number of concerns raised by the Highways Officer have been resolved including:

- *"The proposed routeing includes Queens Crescent (west of Grafton Road), which has a street market two days a week and may be closed to all through traffic in the future.*
- *The proposed routeing includes Queens Crescent (east of Grafton Road) which has a narrow carriageway and is adjacent to a MUGA.*
- *The use of Spring Place to offload incoming HGVs (and possibly LGVs) would involve the transfer of goods over the footway, to the detriment of pedestrian safety."*

8. Notwithstanding this, it is acknowledged that there are still other concerns raised by the Highways Officer and as such the rest of this Note seeks to address these issues.

Internal Operation

9. As set out above, the amended development proposals facilitate on-site loading. As such, it is important to consider the internal operation at the site.

10. B8 Last mile operations are highly efficient, controlled operations, which are managed using software to drive speed and efficiency. As part of the revised proposals, a detailed indicative internal layout design / operational video has been produced to demonstrate how the operation can be laid out to manage loading activity and vehicles in and out of the site sequentially. The video will be made available separately to this Note.

11. It is important to note that vehicles coming from off site for scheduled times already took place as part of the previous Addison Lee use. Information previously shared with LBC shows that on a typical day, the past use was served by c. 150-175 vehicles (300-3502-way movements). In order to accommodate this level of vehicular activity, they ran an extremely efficient use of the site including:

- 550 major services per week - 16 service ramps carried out 6 major services per day = 100 vehicles.
- 500 vehicles per week for ad hoc servicing, tyre repairs, bulb changes etc = up to 75 additional per day.

12. To facilitate this efficient operation, Addison Lee managed this by a seamless movement of vehicles from an off site car park in Euston, where they specifically employed drivers known to ensure vehicles arrived at their allocated service times and departed afterwards.

13. A B8 last mile operator is likely to be more organised, efficient and also generate far less vehicle movements when compared against a light industrial or heavy industrial use (as per the existing lawful use). As such, there will not be a signifcant highways impact as a result of the development and there would actually be a betterment if the existing use was to come back to the site.

Own Driver Franchise Model

14. The first concern received by the Highways Officer relates to owner driver franchises (ODFs), which is a potential last mile model where drivers come to the site at a scheduled time, pick up their deliveries and then leave the site. This model often allows delivery drivers to use their own vehicles, which would mean that fleet drivers would not leave their vehicles on-site overnight.

15. As the end occupier of the site is not known at this stage, it is difficult to predict the final model the future occupier will use and exactly when vehicles will arrive to and depart from the site.

16. However, the table below provides information on the likely times servicing vehicles (7.5t -18t vehicles) will come to the site and when the delivery fleet are likely to arrive at the site and load their vehicles before departing the site. This has been based on professional judgement and existing business models of other last mile operations.

Table 2: Vehicular Movements Associated with Own Driver Franchise Operation

Time Period	Fleet Vehicles			Servicing Vehicles			Total Vehicles		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way	Arrivals	Departures	2-way
0500-0600	0	0	0	2	1	3	2	1	3
0600-0700	0	0	0	2	2	4	2	2	4
0700-0800	0	0	0	1	2	3	1	2	3
0800-0900	0	0	0	0	0	0	0	0	0
0900-1000	11	11	22	0	0	0	11	11	22
1000-1100	10	10	20	0	0	0	10	10	20
1100-1200	10	10	20	0	0	0	10	10	20
1200-1300	10	10	20	0	0	0	10	10	20
1300-1400	0	0	0	0	0	0	0	0	0
1400-1500	0	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0
1900-2000	0	0	0	0	0	0	0	0	0
2000-2100	0	0	0	0	0	0	0	0	0
2100-2200	0	0	0	0	0	0	0	0	0
2200-2300	0	0	0	0	0	0	0	0	0
2300-0000	0	0	0	0	0	0	0	0	0
Daily	**41**	**41**	**82**	**5**	**5**	**10**	**46**	**46**	**92**

17. The table above shows that servicing vehicles (7.5t -18t) would arrive and depart the site in the morning between 0500 and 0800 hours. As such, servicing vehicles will be spread across several hours and would not all come to the site at one time and would be well managed, using a booking system to avoid vehicles coming to the site at the same time. This is detailed within the framework DSMP.

18. It should be noted that the Table 1 assumes all servicing vehicles arriving and departing the site between 0500 and 0800 hours, but based on experience with other last mile operations, servicing vehicles could serve the site in the evening peak between 2100 and 2300 hours for example.

19. With regard to the delivery fleet vehicles, these are likely to serve the site between 0900 and 1300 hours. It is important to note that when delivery vehicles come to the site, they are likely to be scheduled across the hour as detailed in the table below.

Table 3: Vehicular Movements Associated with Own Driver Franchise Operation

Time Period	Fleet Vehicles		
	Arrivals	Departures	2-way
0900-1000	**11**	**11**	**22**
0900-0920	*4*	*4*	*8*
0920-0940	*4*	*4*	*8*
0940-1000	*3*	*3*	*6*
1000-1100	**10**	**10**	**20**
1000-1020	*4*	*4*	*8*
1020-1040	*3*	*3*	*6*
1040-1100	*3*	*3*	*6*
1100-1200	**10**	**10**	**20**
1100-1120	*4*	*4*	*8*
1120-1140	*3*	*3*	*6*
1140-1200	*3*	*3*	*6*
1200-1300	**10**	**10**	**20**
1200-1220	*4*	*4*	*8*
1220-1240	*3*	*3*	*6*
1240-1300	*3*	*3*	*6*
Daily	**41**	**41**	**82**

20. On the basis of the above, a maximum of 4 vehicles will come to the site at one time to be loaded, before departing the site. The unit can comfortably accommodate this level of vehicular activity, as demonstrated by the operational video provided, and as such no overspill onto Spring Place will occur.

21. The proposed operation at the site will be well managed and efficient. Drivers will be allocated time slots on when to come to site before pre-packaged parcels are loaded into their vehicles. Once drivers have completed their deliveries, they will return ‘home’ and not to the site.

22. Given the end occupier is not yet known, it is also important to consider the last mile operation if vehicles are fleet owned and remain parked on-site overnight.

23. In this model, fleet drivers would travel to the site by sustainable methods of travel including walking, cycling or by public transport. Given there is no parking on-site and the on-street parking is either pay & display or permit holders only, staff will not travel to the site by car. Measures to encourage sustainable travel are detailed within the Travel Plan Statement (TPS) submitted as part of the application.

24. The table below sets out the likely times servicing vehicles (7.5t -18t vehicles) will come to the site and when the delivery fleet are likely to depart the site before arriving back to the site. This has been based on professional judgement and other existing last mile operations.

Table 4: Vehicular Movements Associated with Overnight Parking Arrangement

Time Period	Fleet Vehicles			Servicing Vehicles			Total Vehicles		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way	Arrivals	Departures	2-way
0500-0600	0	0	0	2	1	3	2	1	3
0600-0700	0	0	0	2	2	4	2	2	4
0700-0800	0	0	0	1	2	3	1	2	3
0800-0900	0	0	0	0	0	0	0	0	0
0900-1000	0	14	14	0	0	0	0	14	14
1000-1100	0	14	14	0	0	0	0	14	14
1100-1200	0	13	13	0	0	0	0	13	13
1200-1300	0	0	0	0	0	0	0	0	0
1300-1400	0	0	0	0	0	0	0	0	0
1400-1500	0	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0	0
1600-1700	14	0	14	0	0	0	14	0	14
1700-1800	14	0	14	0	0	0	14	0	14
1800-1900	13	0	13	0	0	0	13	0	13
1900-2000	0	0	0	0	0	0	0	0	0
2000-2100	0	0	0	0	0	0	0	0	0
2100-2200	0	0	0	0	0	0	0	0	0
2200-2300	0	0	0	0	0	0	0	0	0
2300-0000	0	0	0	0	0	0	0	0	0
Daily	**41**	**41**	**82**	**5**	**5**	**10**	**46**	**46**	**92**

25. The table above shows that servicing vehicles (7.5t -18t) would arrive and depart the site in the morning between 0500 and 0800 hours in line with the ODF model presented in Table 1.

26. With regard to the delivery fleet, vehicles will already be parked on-site and pre-loaded. As such, it is anticipated 14 vehicles will depart the site between 0900 and 1200 hours and arrive back at the site between 1600 and 1900 hours. As with the ODF operation, delivery vehicles will depart and arrive the site in sequential phases as detailed in the table below.

Table 5: Vehicular Movements Associated with Overnight Parking Arrangement

Time Period	Fleet Vehicles		
	Arrivals	Departures	2-way
0900-1000	**0**	**14**	**14**
0900-0920	*0*	*5*	*5*
0920-0940	*0*	*5*	*5*
0940-1000	*0*	*4*	*4*
1000-1100	**0**	**14**	**14**
1000-1020	*0*	*5*	*5*
1020-1040	*0*	*5*	*5*
1040-1100	*0*	*4*	*4*
1100-1200	**0**	**13**	**13**
1100-1120	0	*5*	*5*
1120-1140	0	*4*	*4*
1140-1200	0	*4*	*4*
1600-1700	**14**	**0**	**14**
1600-1620	*5*	*0*	*5*
1620-1640	*5*	*0*	*5*
1640-1700	*4*	*0*	*4*
1700-1800	**14**	**0**	**14**
1700-1720	*5*	*0*	*5*
1720-1740	*5*	*0*	*5*
1740-1800	*4*	*0*	*4*
1800-1900	**13**	**0**	**13**
1800-1820	*5*	*0*	*5*
1820-1840	*4*	*0*	*4*
1840-1900	*4*	*0*	*4*
Daily	**41**	**41**	**82**

27. On the basis of the above, a maximum of 5 vehicles will come to the site at a time to be loaded. The unit can comfortably accommodate this level of vehicular activity and as such no overspill onto Spring Place will occur.

28. In line with the ODF model, the proposed operation at the site will be well managed and efficient. Drivers will be allocated time slots on when to come to site before collecting their pre-packaged deliveries. Once drivers have delivered completed their deliveries, they will return back to the site between 1600 and 1900 hours in waves.

Summary

29. The information presented in Tables 1 to 4 show that the likely level of traffic associated with the proposed development is negligible, particularly when spread across the anticipated delivery times.

30. It is noteworthy that vehicles are unlikely to travel in peak times so as to avoid congestion on the network.

31. It is also important to consider the anticipated vehicular activity against the past Addison Lee use. As presented in the TS submitted in support of the planning application the Addison Lee use resulted in approximately 340 two-way vehicles movements across a typical day. As detailed above, due to the efficient and well managed operation of the site, there was very little impact on the local road network.

32. It is envisaged that the proposed development would also be well managed and efficient and as such the likely impact of the proposals will be negligible. This is particularly evident given the significantly lower number of vehicle movements expected at the site when compared against the past use.

33. On this basis, the Highways Officers concern that *'the lack of working space within the site could bring about indiscriminate parking of delivery vans in the surrounding network'* will be addressed and reinforced by the restrictions in the DSMP.

Impact on Surrounding Roads

34. When considering the above trip generation, it is important to note that the movements will be dispersed across the network and not all concentrated on one road. Further details of how both smaller fleet vehicles and servicing vehicles will arrive and depart at the site is provided below.

Delivery Fleet Vehicles

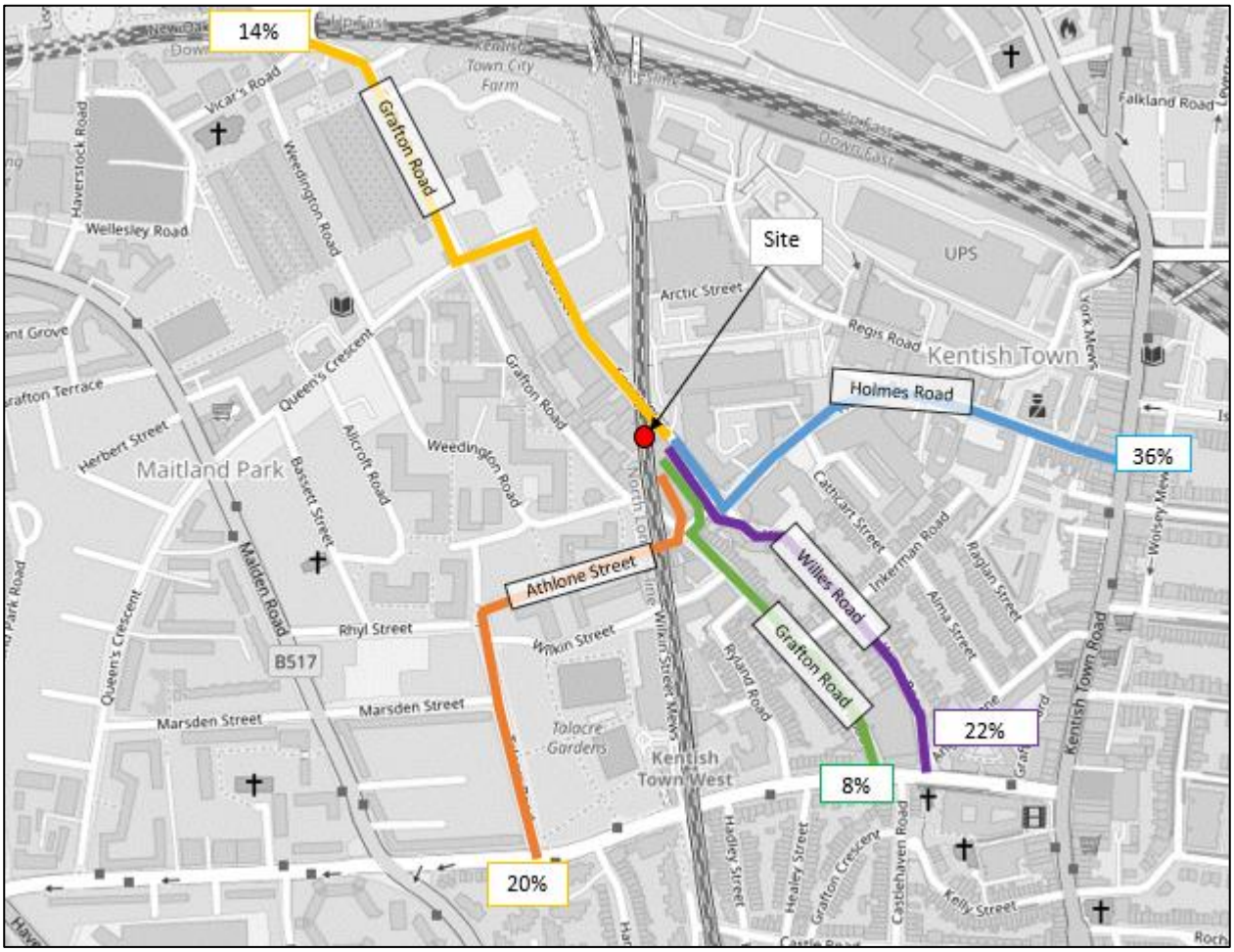
35. The likely delivery area is shown on the figure attached at **Appendix E**, which shows that the last mile use is likely to serve Camden and parts of Westminster, Islington and Haringey, which are all located within a 3 mile drive of the site. As the end occupier is not yet fixed, this is an indicative delivery radius.

36. In order to establish the likely routes the proposed fleet vehicles will take to/from the site, the 2011 population density Census data for Camden and parts of Westminster, Islington and Haringey has been used (attached at **Appendix F**).

37. The information presented at **Appendix F** shows the populations of areas within each Local Authority that the site could serve. Using this data, it has been possible to establish where the population in these local authorities are concentrated and as such establish where delivery vehicles are most likely to route to deliver parcels/goods etc to residents. It should be noted that this is an indicative assessment as the end occupier and final delivery radius is not known at this stage.

38. The route of vehicle trips departing/returning the site on the wider road network has been determined with consideration given to travel time, ease of connection and delays on the network. Following this assessment, it is evident that most vehicles will route to the south of the site (86%) via Athlone Street, Holmes Road, Grafton Road, and Willes Road, with a smaller proportion routing north (14%). A summary of the likely routes of delivery drivers is illustrated in **Figure 2**.

Figure 2: Distribution of Vehicles on Routes to/from Site



39. On the basis of the above, it is evident that delivery fleet vehicles will be dispersed across a number of local roads and as such the traffic impact on the surrounding road network as a result of the proposals will be minimal.

40. The dispersal of the anticipated vehicle movements in line with the distributions outlined in **Figure 2**, is set out in the table below. It should be noted that this has been based on the ODF model as it has the propensity to generate more vehicle movements than the overnight model and as such is robust.

Table 6: Summary of Distribution Profile on Wider Road Network (ODF model)

Route to/from the Site	Distribution	two-way movements between 0900-1000	two-way movements between 1000-1100	two-way movements between 1100-1200	two-way movements between 1200-1300
via Athlone Street to the south	20%	4	4	4	4
via Holmes Road to the south	36%	8	7	7	7
via Grafton Road to the south	8%	2	2	2	2
via Willes Road to the south	22%	5	4	4	4
via Grafton Road to the north	14%	3	3	3	3
Total	**100%**	**22**	**20**	**20**	**20**

41. On the basis of the above, it is evident that when delivery fleet vehicles are dispersed on the wider network the traffic impact will be minimal. For example, the Holmes Road/Kentish Town Road junction is likely to experience approximately 7/8 vehicles using this route across an hour when vehicles are expected to arrive/depart the site (i.e. between 0900-1300 hours), which is equivalent to approximately one vehicle every 7 and a half/8 minutes.

42. The likely levels of traffic on the wider road network as a result of the development are well within the likely daily fluctuations of traffic that could be expected on the local road network and are therefore not considered significant.

Servicing Vehicles

43. As detailed above and in **Appendix D**, the revised routing strategy would mean all servicing vehicles would route to/from the site via Holmes Road and Grafton Road to the south and remove the need to route via Queens Crescent and Gilles Street to the north of the site which was raised as a concern by the Highways Officer.

44. It is anticipated that 5 HGVs will serve the potential last mile B8 use, which are likely to come to the site in evening between 2100 and 2300 hours and in the morning between 0500 and 0800 hours.

45. It is noted that servicing vehicles will not be permitted to travel via Homes Road between 0800 and 0945 hours and 1515 and 1615 hours (Monday to Friday) to avoid peak school times.

46. It is also noteworthy that the number of HGVs coming to the site will be capped at 9, which is based on TRICS data presented in the submitted Transport Statement associated with application 2020/5913/P for Class E Industrial/B2 uses.

Holmes Road and Grafton Road

47. It is noted that the Highways Officer raised concern of using Holmes Road and Grafton Road to access the site. As such, the following paragraphs interrogate the routeing via Holmes Road and Grafton Road in more detail.

Holmes Road

48. It is important to note that Holmes Road is an existing route for vehicles (including HGVs) in the area and provides access to a number of existing commercial uses in the area. As such, it is vital to safeguard Holmes Road as an access to service these existing commercial uses.

49. As set out above, the level of traffic the proposed development will generate is not considered significant and will not materially affect the operation of this route. The analysis undertaken shows that 8 delivery fleet vehicles would route via Holmes Road. In addition, the proposed development is likely to result in 5 HGVs, which again is considered immaterial, particularly as the vehicles will be spread throughout a number of hours.

50. SEGRO has proposed a restriction in the framework DSMP to restrict servicing vehicles (7.5t - 18t) travelling on Holmes Road between the hours 0800-0945 and 1515-1615 in order to avoid peak school times. Notwithstanding this, it is anticipated that HGVs will arrive and depart outside of these times.

51. It is noted that the Holmes Road/Kentish Town Road junction is a concern for KSI's and a future consultation is anticipated in respect of the use of Holmes Road. SEGRO is willing to work with LBC to identify ways in which to create a safer environment at this location for pedestrians and cyclists whilst still facilitating access to existing uses access via Holmes Road. However, given the anticipated trip generation as a result of the proposals, it is not anticipated that the proposals will have a detrimental impact on safety at this junction.

Grafton Road

52. In addition to Holmes Road, Grafton Road would also form one of the main routes to/from the site for vehicles. In relation to delivery fleet vehicles, 2 would be expected to route via Grafton Road to the south (refer to **Figure 2**). It should also be noted that the development will be capped at 9 HGVs. As presented above, HGVs likely to serve the site will be spread across evening and morning periods and as such the impact on Grafton Road will be negligible.

53. Whilst it is noted that Grafton Road is a residential in nature and part of a cycle route, this does not restrict vehicles from using it and it is considered an acceptable route for LGVs and HGVs. Other vehicles would still be able to use this route and as such it is not reasonable to restrict vehicles associated with the development using Grafton Road.

54. On the basis of the above, it is considered appropriate to use Grafton Road as a route to/from the site and as such the Highways Officers concern relating to vehicles routing via Grafton Road is addressed.

‘Dog leg’ Movement (Spring Place/Holmes Road/Grafton Road)

55. A further comment raised by the Highways Officer was in respect to the ‘dog leg’ movement at Spring Place/ Holmes Road/ Grafton Road, in vicinity to the Collège Français Bilingue de Londres. Concerns were raised with vehicle and pedestrian interaction.

56. It is noted that there are wide footways at this location with bollards on either side of the road to separate vehicles and pedestrians. There is also a raised table to reduce vehicle speeds. The layout at this location is provided in the figure below.

Figure 3: Spring Place/Holmes Road/Grafton Road

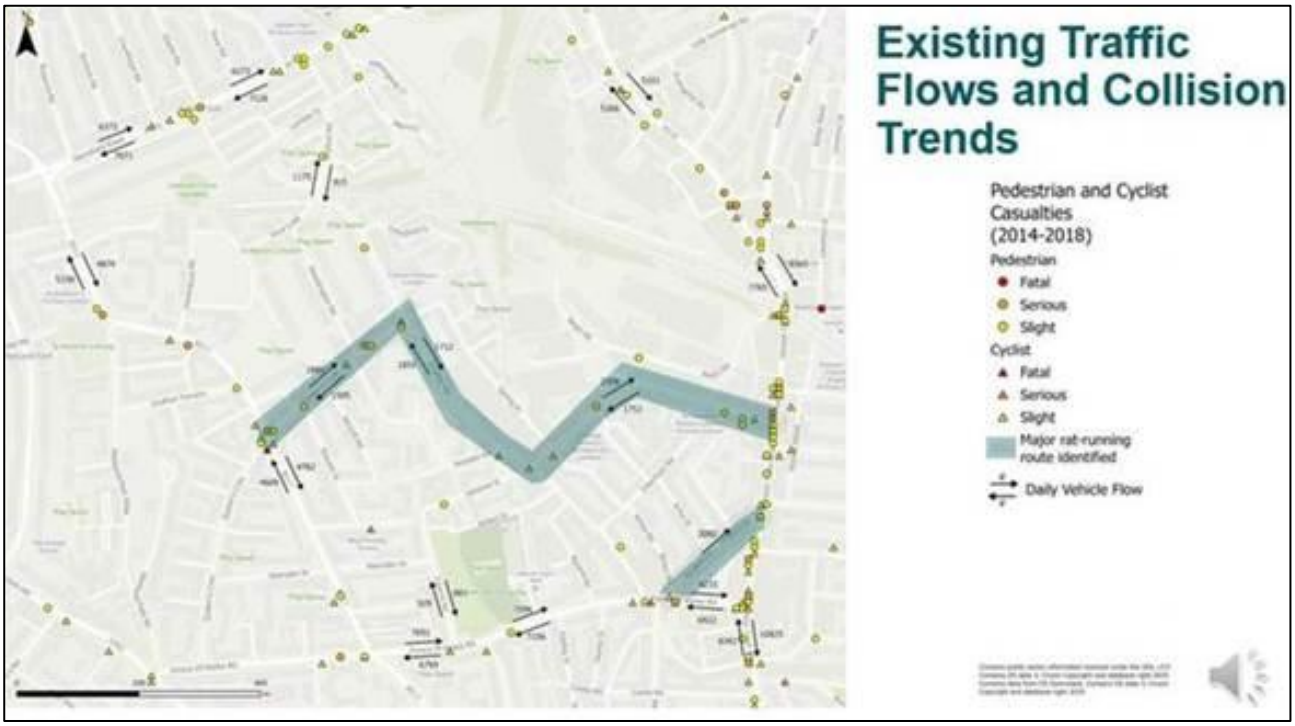
Source: Streetview

57. The existing layout as shown above is appropriate to safeguard pedestrians. It should be noted that it is not untypical for pedestrians and vehicles to interact in an urban location such as this.

58. In addition, the proposals will not generate a significant amount of traffic when spread across a day and when compared against the existing use, there will be a signifcant reduction in vehicle movements. As such, the likelihood for conflicts will be reduced.

59. It is also noteworthy that there have been very few casualties recorded at this location. When referring to the pedestrian and cyclist collision extract provided by the Highways Officer (also provided in **Figure 4** below), one slight casualty involving a cyclist is recorded. No pedestrian casualties are recorded.

Figure 4: Pedestrians and Cyclist Casualties



60. On this basis, the development will not have a signifcant impact at this location and will not materially increase the risk of pedestrian/cyclist collisions.

Parking

61. The proposals will be car-free in line with Camden and London Plan policy. The only parking on-site will be for operational purposes and the traffic generated by the site will also be operational traffic, which is likely to occur outside of peak hour periods. The proposals therefore comply with Policy T2 of the Camden Local Plan and Policy T6.2 of the New London Plan.

B8 TRICS Sites

62. As part of the highway's comments received, it was questioned why TRICS was not used to establish trips for the B8 last mile use.

63. The assessment presented in the TS submitted as part of application 2020/5913/P details similar comparable operations in order to establish vehicle movements associated with a potential B8 last mile use. TRICS is not considered appropriate as the B8 sites in the TRICS database are not comparable in size, operation or location

64. Notwithstanding this, we have reviewed the TRICS database to establish anticipated vehicle movements of B8 warehousing (commercial) sites. The full TRICS output is attached at **Appendix G** and a summary of the vehicular and HGV trip rates and resulting trip generation are provided in the tables below.

Table 7: Vehicle Trip Rates and Proposed Vehicle Trip Generation

Time Period	Trip Rates (per unit)			Vehicle Movements (1900sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM	0.406	0.101	0.507	8	2	10
PM	0.164	0.458	0.622	3	9	12
Daily	2.433	2.581	5.014	46	49	95

Table 8: HGV Trip Rates and Proposed Vehicle Trip Generation

Time Period	Trip Rates (per unit)			Vehicle Movements (1900sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM	0.031	0.038	0.069	1	1	2
PM	0.031	0.038	0.069	1	1	2
Daily	0.514	0.507	1.021	10	10	20

65. The information provided above demonstrates that a B8 warehouse (commercial) would result in a total of 95 two-way movements across a day. Of these total movements, 10 vehicles would be attributed to HGVs. It is therefore evident that this is not materially different to the analysis presented in the TS submitted in support of the planning application.

66. It is noteworthy that there are a limited number of inner London based B8 warehousing sites on the database and these are not comparable in the end use expected at the site. In addition, all sites have significantly higher floor areas and are much larger sites than the unit at Spring Place and are all located in outer London boroughs. Furthermore, all sites in TRICS have high levels of on-site parking, unlike the site in Camden, which is to be car-free. The TRICS site details are summarised in the table below.

Table 9: TRICS Sites Details

TRICS Reference	Description	Town/City	Area	Location	GFA (sqm)	Parking Spaces
BE-02-F-01	Fresh Fruit Distribution	Crayford	Bexley	Edge of Town	20,400	262
HD-02-F-01	Food Distributor	Hayes	Hillingdon	Edge of Town	8,673	126
H0-02-F0-1	Logistics and Freight	Feltham	Hounslow	Suburban Area	13,500	496

67. On this basis, the TRICS database does not provide comparable B8 uses to establish trips associated with the proposed development at the site. Notwithstanding this, the level of vehicular movements is not materially different to the numbers presented within the assessment included within the TS.

68. It is also important to note that SEGRO are willing to enter into an agreement to cap the number of HGVs at 9, which will be monitored through the processes outlined with the DSMP. This should therefore provide comfort that the proposed development will not generate signifcant numbers of HGVs.

Delivery and Servicing Management Plan and Travel Plan Statement

69. As part of the planning application (Ref: 2020/5913/P) a Delivery and Servicing Management Plan (DSMP) and Travel Plan Statement (TPS) were submitted.

70. The DSMP provides measures and mitigation in order to minimise the impact of the proposals. The Applicant is willing to commit to the following as part of the DSMP (it is anticipated that Camden Council will require compliance with the DSMP by way of condition):

- The development shall not be served by vehicles over 18 tonnes or articulated HGVs.
- The development shall be served by a maximum of 9 HGVs (18 two-way trips) per day.
- Prior to occupation of the development, a final Delivery & Servicing Management Plan (DSMP) shall be submitted to the Council and approved in writing. The development must subsequently comply with the provisions of the approved DSMP unless otherwise agreed by the Local Planning Authority. The DSMP shall include details of delivery vehicle routing, and measures to mitigate the potential impacts of on-street servicing for local residents and in relation to highway safety.

71. In addition, the Applicant is also committed to further reduce the impact of the proposals and are therefore willing to also commit to the following:

- Switch off the engine and radio;
- The considerate closing of doors (do not slam);
- Do not sound horn;
- Using newer and quieter delivery vehicles and equipment, where possible;
- Making sure all equipment, both on the vehicle and at the delivery point, is in good working order and maintained or modernised to minimise noise when in operation;
- Ensure the delivery point and surrounding areas are clear of obstructions so vehicles can manoeuvre easily;
- Keep doors other than the delivery point closed to ensure noise does not escape;
- Make sure the delivery point is ready for the vehicle before it arrives – gates and doors should be open to avoid the vehicle idling; and
- If a driver is early to a delivery slot, do not wait near residential property and switch off the engine.

72. On the basis of the above, it is anticipated that the DSMP will be updated and refined to reflect the amended scheme for a fully internal operation. In addition, the updated DSMP will detail the operation of any likely end occupier, which will ensure no overspill or waiting on Spring Place or the wider road network.

73. Given the scale of development a TPS has also been submitted in support of the application. This document details measures to encourage staff to travel to the site by sustainable means.

Construction Management Plan

74. A Construction Management Plan (CMP) will be secured by a suitably worded condition.

Summary

75. This Note has been produced in order to provide further information and clarification to a number of points raised by the Highways Officer in respect to the application referenced 2020/5913/P.

76. The Note sets out details of the amended scheme as a result of consultation with LBC and local stakeholders including resident groups. The amended scheme seeks to alter the existing access arrangements in order to facilitate on-site servicing/loading and not require on-street loading. The revised scheme also means that all servicing vehicles (7.5t -18t) vehicles will route to/from the site via Holmes Road and Grafton Road in line with the proposed routing strategy.

77. As a result of the amended scheme, a number of concerns raised by the Highways Officer have been resolved including:

- *"The proposed routeing includes Queens Crescent (west of Grafton Road), which has a street market two days a week and may be closed to all through traffic in the future.*
- *The proposed routeing includes Queens Crescent (east of Grafton Road) which has a narrow carriageway and is adjacent to a MUGA.*
- *The use of Spring Place to offload incoming HGVs (and possibly LGVs) would involve the large scale transfer of goods over the footway, to the detriment of pedestrian safety."*

78. The Note also seeks to address the other concerns raised in the Highways Officer's response (included at **Appendix A**) and demonstrates the following:

- The proposed development will not result in a significant number of vehicular movements and when spread across the day the impact on the surrounding road network will be negligible.
- The surrounding roads are considered appropriate to accommodate servicing vehicles (7.5t and 18t vehicles) and delivery fleet vehicles. It is noted that there is an area of KSI's at the Holmes Road/Kentish Town Road junction and the Applicant is willing to work collaboratively with the Council to improve safety at this location whilst maintaining vehicular access to existing employment sites including 3-6 Spring Place.
- At the Spring Place/Holmes Road/Grafton Road 'dogleg' there are wide footways with bollards on either side of the road to separate vehicles and pedestrians. There is also a raised table to reduce vehicle speeds. In addition, there has only been one slight pedestrian/cyclist casualty at this location. Given the proposals will not significantly increase vehicle movements on the

surrounding road network including at this location, it will not detrimentally affect the safety of pedestrians and cyclists.

- It has been demonstrated that B8 warehousing (commercial) TRICS sites are not comparable to what is being proposed at this site and therefore the assessment presented in the TS to establish B8 last mile vehicle movements is acceptable. Notwithstanding this, the B8 TRICS assessment shows that it would result in similar levels of trips in any event.

79. On the basis of contents of this note, it is evident that the proposed development will not have a material impact on the surrounding road network and as such there are no transport or highway reasons to refuse the application.

vectos.

APPENDIX A

LBC Highways Comments

Parking

Policy T2 of the Camden Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. To prevent the future occupants from obtaining on-street parking permits from the Council, the development should be subject to a car free agreement and this should be secured by means of a Section 106 Agreement.

It should be noted that some of the operators in the local delivery market sector; including DPD (which is quoted in the TA), use self-employed owner driver franchisees (ODFs). Within this arrangement, delivery drivers own their vehicles. In those circumstances it is considered unlikely that owner drivers would be prepared to leave their vehicles on site overnight, they would be more likely to take them home. This would lead to an increase in car commuting and would be contrary to the spirit of Policy T2.

Impact on the surrounding network

The HGV Routing Strategy, to and from the site, is shown in Appendix F of the TA. The strategy shows vehicles up to 7.5 tonnes arriving via Holmes Road, joining Spring Place south of the site. Vehicles over 7.5 tonnes arrive via either Queens Crescent or Grafton Road and Queens Crescent and then Spring Place north of the site. Vehicles up to 7.5 tonnes depart via Spring Place and Holmes Road. Vehicles over 7.5 tonnes depart via Spring Place and Holmes Road and Grafton Road.

Considering these routes in turn.

Queens Crescent

Queens Crescent is the neighbourhood centre with near fully occupied retail premises, and it is a two-way road. It is also a street market on Thursdays and Saturdays thereby making this route unavailable on Thursdays and Saturdays. It also hosts a library, community centre and community sports centre (the Dome) which all attract significant pedestrian volumes in the afternoons, see the Queens Crescent pedestrian survey volumes below. It is unsuitable for these type of HGV movements.

There is currently a consultation live on measures to restrict all through traffic on Queens Crescent, creating a pedestrian and cycle zone. If a decision is made to progress this scheme it will be delivered in March 2020 and would mean this access route is not available at any times as they propose.

Holmes Road

Paragraph 4.26 of the TA notes the proposed routing strategy includes a primary route via Holmes Road to the south east of the site. Holmes Road hosts two schools and is the subject of a significant volume of correspondence from local people and ward councillors in respect to the already high volumes of traffic on Holmes Road. The junction of Holmes Road and Kentish Town Road, which hosts high turning movements and has no controlled pedestrian crossing facility, is a KSI hotspot for cycle and pedestrian casualties. Please see map of volumes and KSIs below.

We are about to bring forward, in late February, a consultation on measures to restrict through traffic on Holmes Road with the aim of significantly reducing traffic volumes on Holmes Road making the journey to and from school safer and reducing the turning movements at the junction with Kentish Town Road to reduce the potential for future KSIs.

They do note that the primary route (Holmes Road) would not be used during peak times, I assume this is to protect the schools, but this will mean more traffic on Queens Crescent and Grafton Road. As above, Queens Crescent may not be available which would mean all traffic would come via Grafton Road which I will address next.

Grafton Road

Grafton Road is a very residential road but one which hosts high volumes of traffic. There is a time closure at the north end of Grafton Road which addresses the use of Grafton Road as a north south route alternative to Kentish Town Road and Malden Road. (Grafton Road forms part of Cycle Superhighway 6 and one which both Camden and TfL have invested significant resources and funding into over the past decade, including schemes like Royal College Street, Midland/Judd and most recently the upgrade of Castle Road/Kentish Town Road junction). Camden are currently out to consultation to provide a dedicated cycle crossing across Mansfield Road which is accessed from Grafton Road. In addition to this Camden is developing a scheme at the junction of Prince of Wales Road and Grafton to improve cycle safety at this junction. Once these changes are made, Grafton Road will form part of a high-quality cycle route which will connect those on bikes from Hampstead Heath all the way to Elephant and Castle on high quality infrastructure. Introducing the proposed HGVs and associated turning movements to Grafton Road would have an adverse impact on the safety of those on bikes on this high-quality route.

The TA notes that HGVs would travel north along Grafton Road from Prince of Wales Road all the way to Queens Crescent to turn right and then travel south along the residential section of Spring Place and proposed pedestrian access improvements on Artic Way to Kentish Town Road (part of KT framework proposals). The junction of Queens Crescent and Grafton Road itself is subject to a motor vehicle restriction that is outlined here. This would allow the movement proposed right turn from Grafton Road into Queens Crescent, but it would not enable the route highlighted along Queens Crescent. However I have concerns of introducing additional HGV movements onto this narrow section of Queens Crescent adjacent to a MUGA.

There is a proposed movement from Spring Place to Grafton Road via a short stretch of Holmes Road. It is shown as being a secondary route in TA Appendix F (highlighted blue) but will be the primary route during the peak times. This is concerning for several reasons. This is in very close proximity to the Collège Français Bilingue de Londres which has nearly 700 pupils. Introducing a right and left turn around this tight dogleg route, at the same time this junction is likely to be experiencing high pedestrian volumes, is a safety risk. This school has a wide catchment area and data shows that nearly 20% of pupils use rail/overground to get to and from school. The quickest walking route from this school to Kentish Town West station is via the short stretch of Holmes Road. Additionally, over 40% of students either walk cycle or scoot to this school. This is a significant volume of movements on streets close to the proposed development.

Impact on Spring Place

Appendix C of the TA (extract copied below) shows 35 delivery vans arranged within the building. As such, only about 12 of the vans would be able to leave the building without one or more of the other vans having to be moved first. This seems a very unlikely scenario, especially if the vans are owner operated.

On the Appendix C layout, only about 7 of the vans would be able to load and leave easily. For the rest of the vans, there would need to be a significant amount of manoeuvring required, in and out of the site, before they could load and leave. In reality, the drivers may prefer to wait outside the building. This raises concerns over indiscriminate parking in the area.

Regarding incoming loads, Paragraph 4.14 of the TA states that where possible, on-site loading will take place. Appendix C of the TA shows that a 7.5t HGV can unload within the site, space permitting. The application seeks consent for 18t HGVs to deliver to the site. (Paragraph 4.19 of the TA states: Medium sized HGVs (up to 18 tonne) which cannot turn or unload on site, will service on-street in a dedicated loading bay). As 18t HGVs have around three times the payload of 7.5t HGVs, there would be an economic incentive to use the larger vehicles.

There is no data given on the time taken to unload an 18t lorry however, if the dwell time of a 7.5t vehicle is ‘likely to be typically on-site for 15-20 minutes’ (TA § 4.21), then based on the respective payloads, an 18t lorry would typically have a dwell time of 45-60 minutes. This would exceed the allowable loading time of the single yellow lines on Spring Place. It therefore may not be legally possible to carry out the proposed operations.

I have concerns over goods being transferred over the footway for long periods of the day. This would be to the detriment of pedestrian safety and would contravene Policy Local Plan T1, which requires developments to be easy and safe to walk through. Whilst I note that on-street servicing occurred during the previous Addison Lee occupation, it was at a lower level

of 4 HGVs per day, with an average duration around seven minutes, according to the 2016 TA. The level of transfer would be much higher under the proposal with HGVs possibly transferring their entire payload over the footway. The 2020 TA claims there will be 5 HGVs per day although as mentioned previously, I am not convinced that this represents the maximum, particularly considering the TRICS analysis that predicts around double that.

Cycle parking

The proposed floor plan shows parking for 10 cycles as well as lockers and showers. This meets the requirements of the London Plan and would be acceptable.

Appendix D: Anticipated Types of Outbound Delivery Fleet shows several vehicles including a cargo bike. The use of cargo bikes would be welcomed but I note provision from cargo bikes is not shown on the proposed floor plan.

Delivery and Servicing Management Plan

The applicant would need to submit a Delivery and Servicing Management Plan (DSMP) to include details of frequency of deliveries, number and types of vehicles expected to deliver to the site, how delivery will be managed to prevent more than one vehicle turning up at the same time, how vehicles will access the site including vehicle swept path analysis, and how deliveries times will be managed to reduce the impact on peak hour traffic movements on the surrounding road network. As this is fundamental to the operation of the site, outline details would need to be agreed at application stage.

Management of Construction Impacts on the Public Highway in the local area

The site's location presentments significate challenges to the construction, as it is intertwined with Network rail property and has a railway bridge running through the development site.

We would seek to secure a Construction Management Plan (CMP), a CMP implementation support contribution of £3,920 and a Construction Impact Bond of £7,500 as section 106 planning obligations in accordance with Policy A1. The Council has a CMP pro-forma which must be used once a Principal Contractor has been appointed. The CMP in the form of the pro-forma, would need to be approved by the Council prior to any works commencing on site. The CMP pro-forma is available on the Camden website: https://www.camden.gov.uk/documents/20142/1269042/CMP+pro+forma+03-02-2020.docx

Travel plans

A Local Level workplace travel plan and associated monitoring and measures contribution of £4,881 will be secured as a section 106 planning obligation if planning permission were granted. The Travel Plan would be targeted towards the office use, to encourage staff to make walking, cycling and travel by public transport the natural choice for day-to-day trips.

Summary and conclusions

I have several concerns over the proposal.

- There is a reasonable possibility of the operator using self-employed owner driver franchisees (ODFs). This would limit the operator's control of certain aspects of driver behaviour such as van commuting to the site and indiscriminate parking in the area.

- The proposed routeing includes Queens Crescent (west of Grafton Road), which has a street market two days a week and may be closed to all through traffic in the future.

- The proposed routeing includes Holmes Road, which has a KSI hotspot at the junction with Kentish Town Road and may have traffic restrictions applied in the future.

- The proposed routeing includes Grafton Road, which is residential and forms part of Cycle Superhighway 6

- The proposed routeing includes Queens Crescent (east of Grafton Road) which has a narrow carriageway and is adjacent to a MUGA.

- The proposed routeing includes a dog leg: Spring Place – Holmes Road – Grafton Road, which is close to the Collège Français Bilingue de Londres with nearly 700 pupils.

- The lack of working space within the site could bring about indiscriminate parking of delivery vans in the surrounding network.

- The use of Spring Place to offload incoming HGVs (and possibly LGVs) would involve the large scale transfer of goods over the footway, to the detriment of pedestrian safety.

vectos.

APPENDIX B

Rev	Date	By	Description
A	24/11/2020	AZ	Parking spaces added;
B	27/11/2020	AZ	Parking spaces arrangement amended; pedestrians walkways added;
C	02/12/2020	AZ	Graphic amendments; van car parking arrangement changed;
D	07/12/2020	AZ	Ground Floor arrangement amended following comments form Client;
E	07/12/2020	AZ	Label amended;
F	04/02/2021	AZ	Cycle positions amended;
G	03/03/2021	AZ	Door 1,2 and 3 extended, column removed follow email instruction from SEGRO 17/02/21;

Pedestrians Walkway

New Proposed Crittal style double door

Office/Reception Area

Crittal style glass wall

railway arches

railway arches

railway arches

railway arches

WC

Acc WC

WC

WC

WC

AWC/ Sh

Kitchen / Staff

Red broken line indicates existing partitions removed and made good.

Floor removed to accommodate reconfigured stair

up

PROPOSED FIRST FLOOR PLAN
Scale 1:100 @A1

34.85 ramp up to 35.16 at an angle of 1 degree

Column removed subject to SE input

Designated loading bay

Column removed subject to SE input

New opening reposition existing electrical infrastructure to adjacent warehouse wall.
Refer to drawings by Hollis
Reconfiger stair to form straight flight. Additional investigation required

New opening

34.50 ramp up to 34.74 at an angle of 2 degrees

railway arches

1800

Cycles

1800

Cycles

CORE / CIRCULATION

Lockers

Sh.

Sh.

DOOR 1

2 LEVEL ACCESS DOOR LOCATIONS

DOOR 2

DOOR 3

Existing external levels reconfigured

Door 1 extended to a Max. width of 10m

New opening
Existing loading door and windows removed and blocked up

Door 2 extended to a Max. width of 10m

Door 3 extended to a Max. width of 6.4m

PROPOSED GROUND FLOOR PLAN
Scale 1:100 @A1

SPRING PLACE

Red Line Boundary based on O/S Data and **NOT** confirmed as the Legal Boundary

SEGRO
SGP
Architects + Masterplanners

Waterfront House
2a Smith Way
Grove Park
Enderby
Leicester LE19 1SX

t: +44 (0)116 247 0557

www.stephengeorge.co.uk

Refurbishment
3-6 Spring Place
Kentish Town

Drawing Name:
Proposed Floor Plan

Drawing Stage:	PLANNING
Suitability:	S2 - Information
SGP File Ref:	19-275

SGP Project No:	Date:	Drawn:	Team:	Scale:	Rev:
19-275	30/09/2020	AZ	JN	1:100 @ A1	G

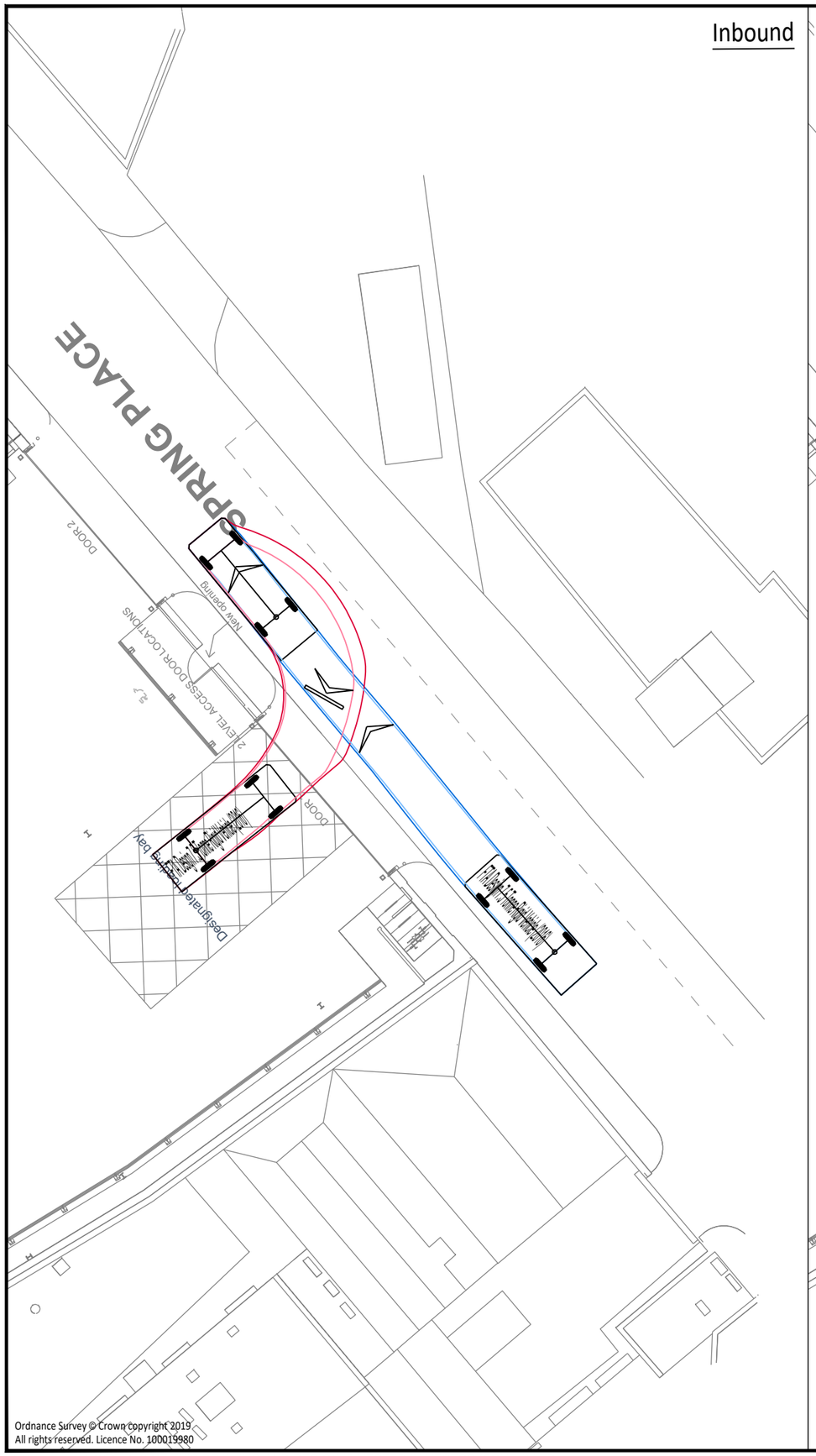
Drawing Number:

Project Code	Originator	Volume	Level	Type	Role	Number
19-275	- SGP -	XX -	00 -	DR -	A -	131100

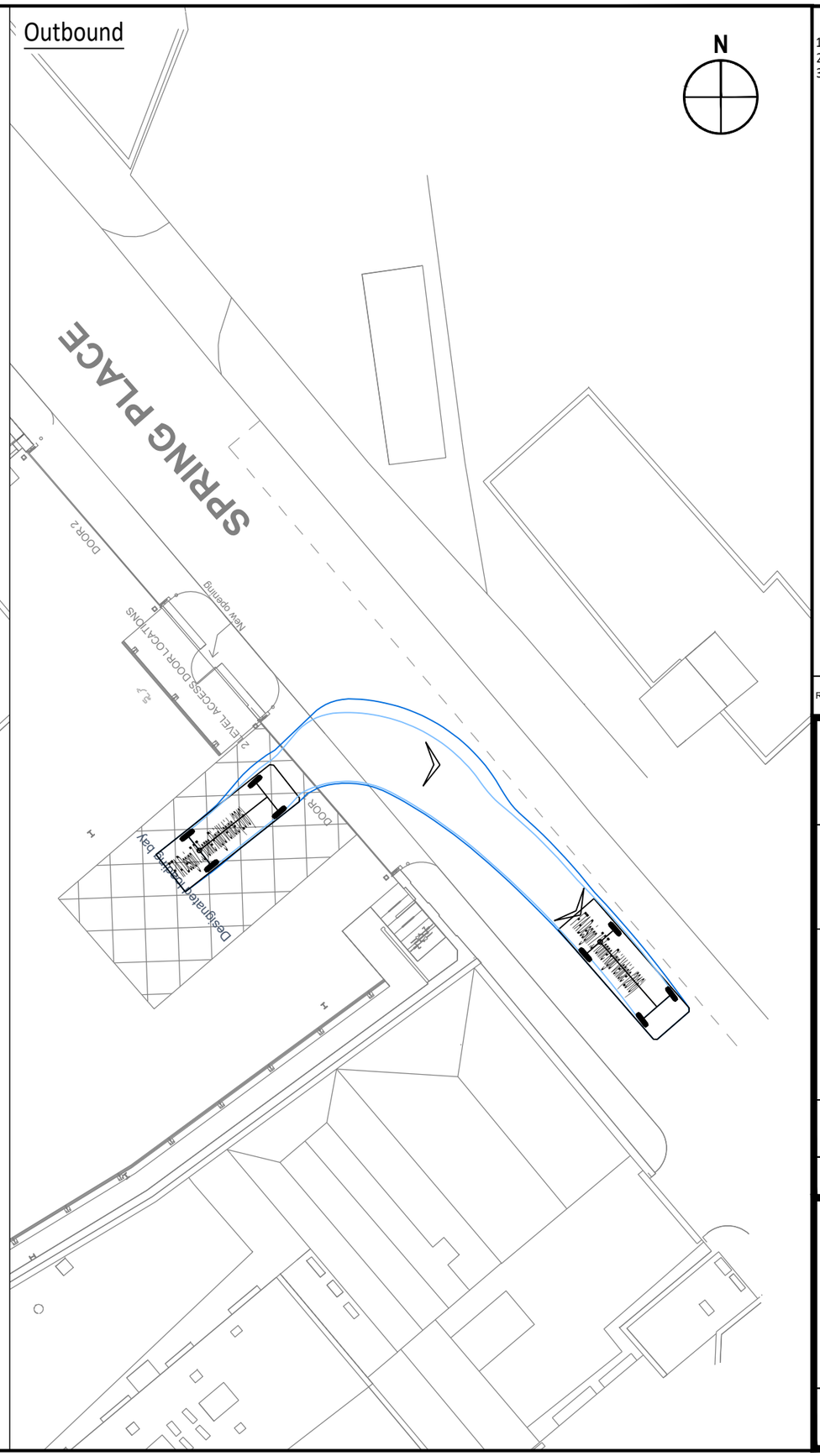
vectos.

APPENDIX C

Inbound



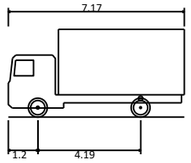
Outbound



N

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on SGP layout: 19-275 - F003 001 Rev. D



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

SEGRO

PROJECT:

3-6 Spring Place, Kentish Town

DRAWING TITLE:

Swept Path Analysis
Service Yard
7.5t Rigid Vehicle

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
PP	JW	16.02.2021

vectos.

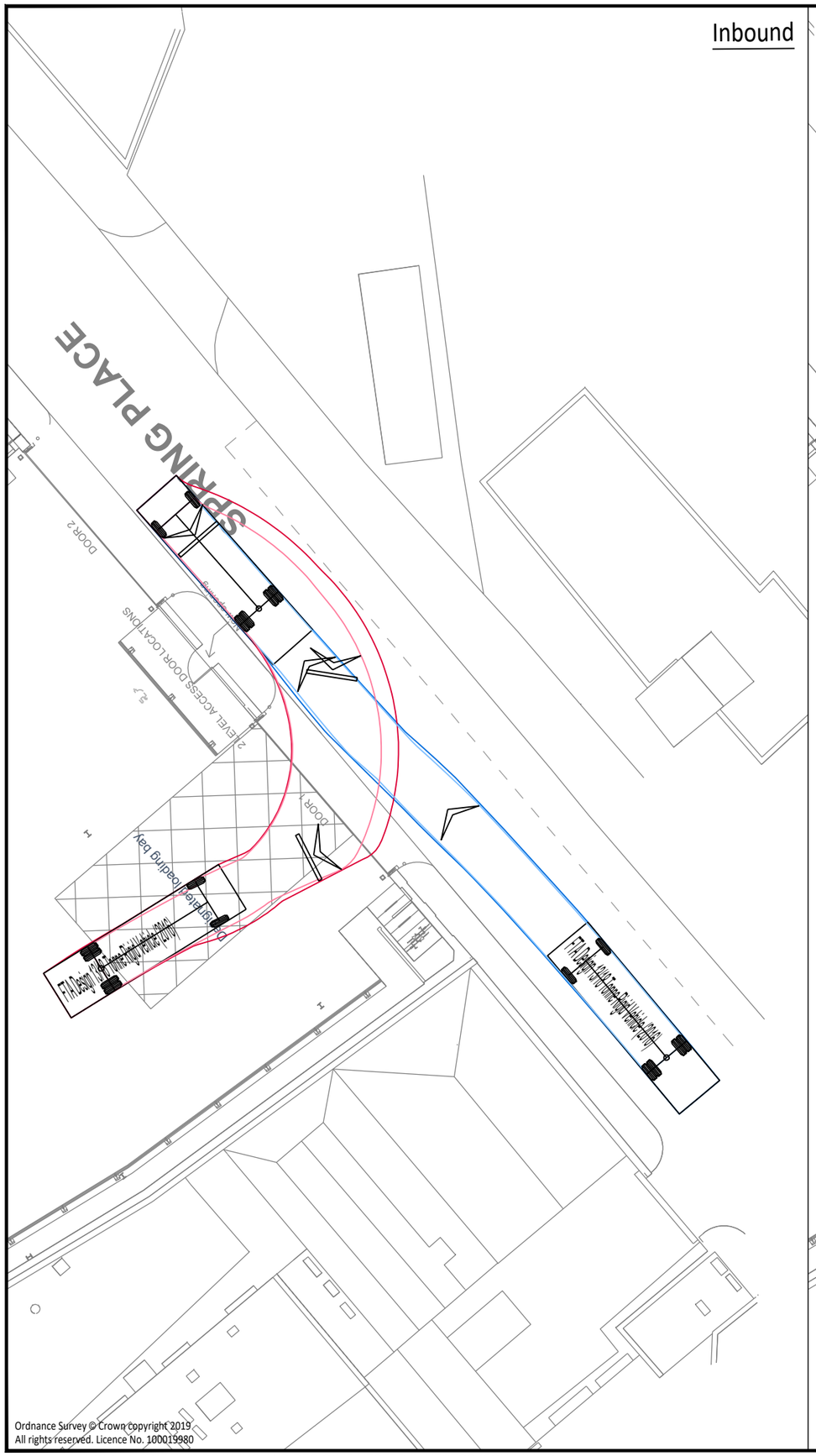
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

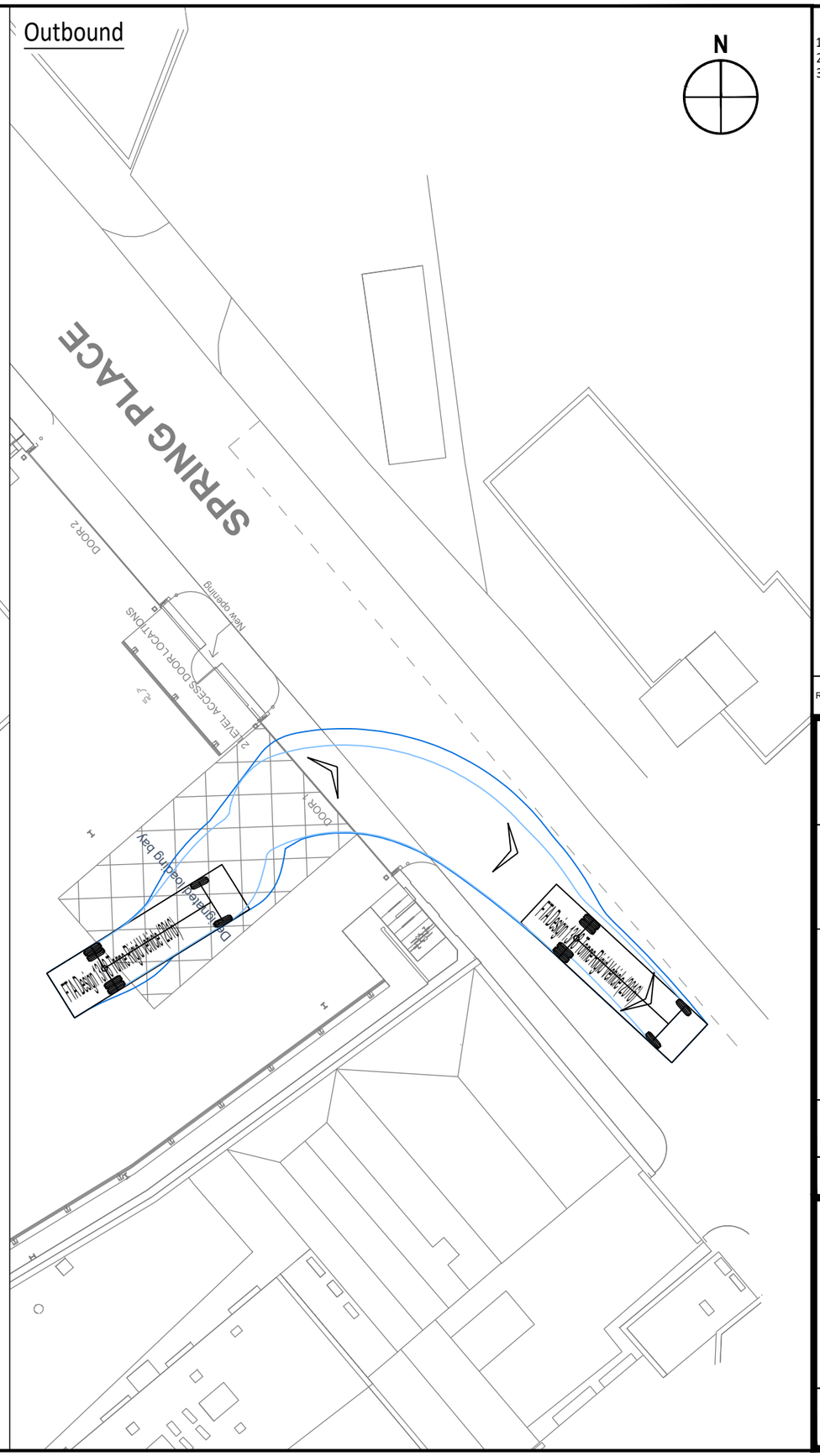
DRAWING NUMBER: 194587-10/AT/R02

REVISION: ·

Inbound

Outbound

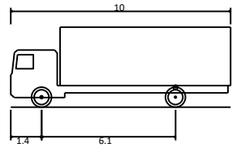




N

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on SGP layout: 19-275 - F003 001 Rev. D



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

SEGRO

PROJECT:

3-6 Spring Place, Kentish Town

DRAWING TITLE:

Swept Path Analysis
Service Yard
18t Rigid Vehicle

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
PP	JW	16.02.2021

vectos.

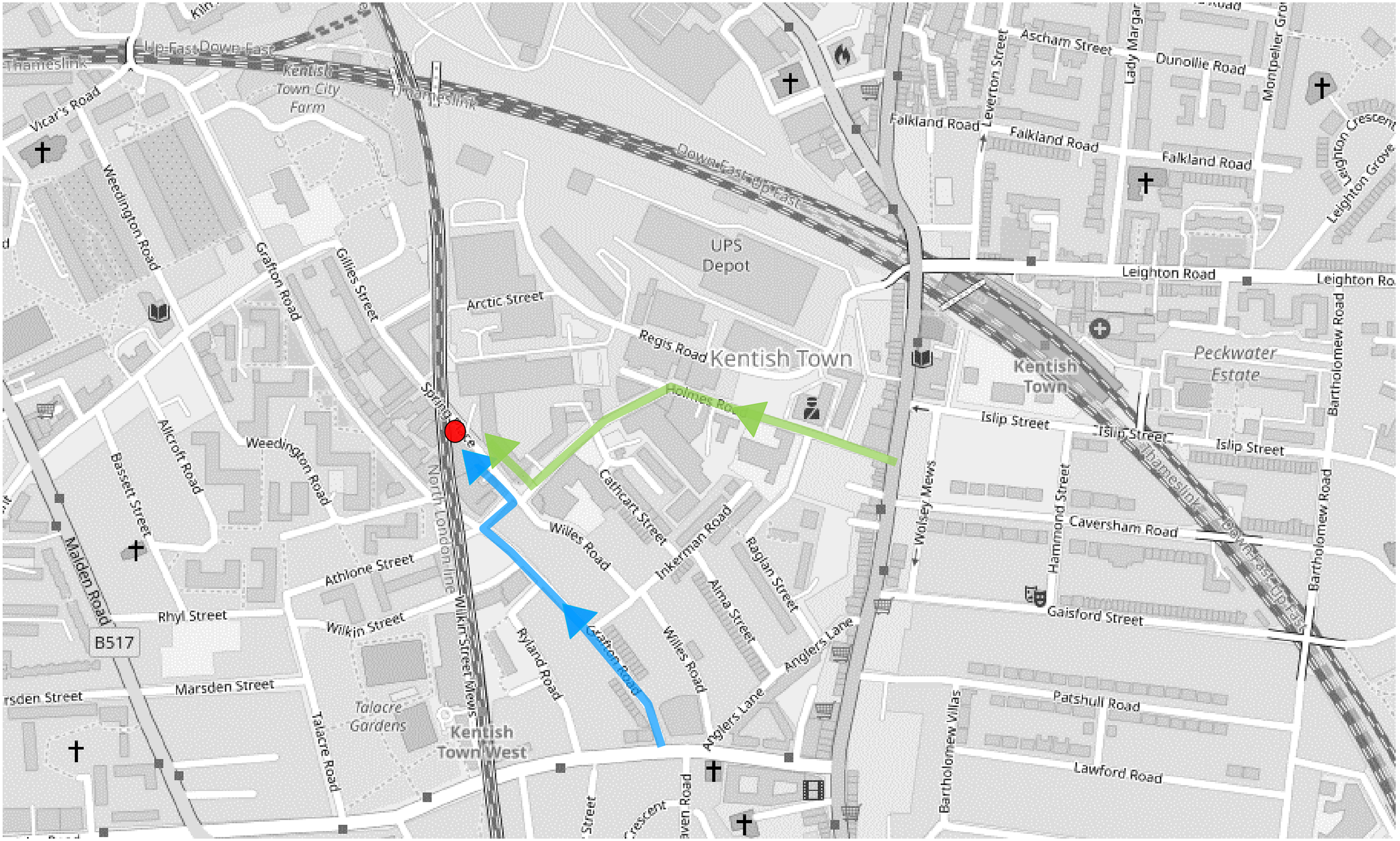
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 194587-10/AT/R01

REVISION: ·

vectos.

APPENDIX D



Key:

- Site
- Primary Route
- Secondary Route

3-6 Spring Place, Kentish Town

SEGRO

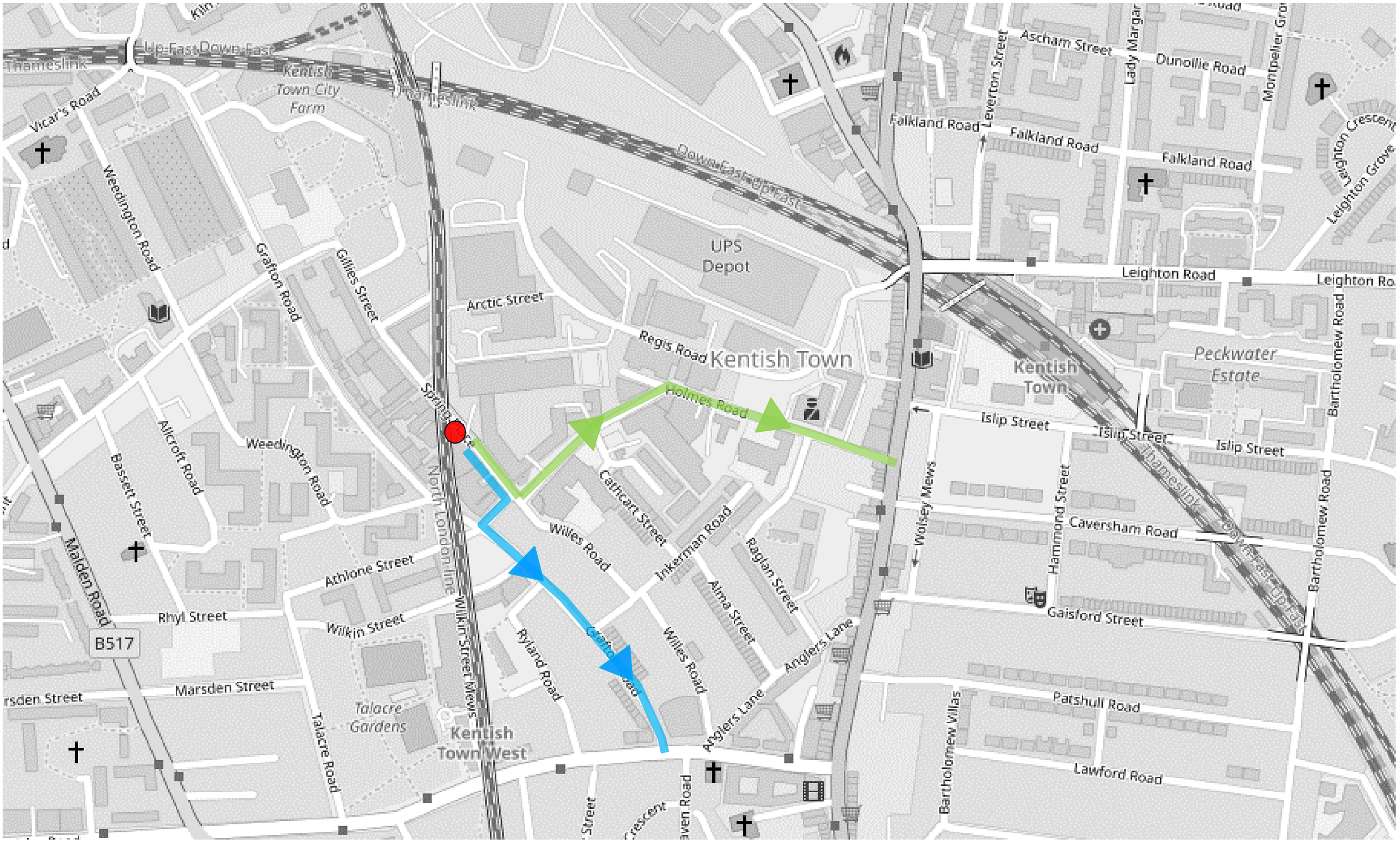
Servicing Vehicle Routing Strategy (Coming to Site)

DRAWN:	CHECKED:	DATE:	SCALES:
JW	ID	17/02/2021	NTS

DRAWING REFERENCE:

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk



Key:

- Site
- Primary Route
- Secondary Route

3-6 Spring Place, Kentish Town

Servicing Vehicle Routing Strategy (Leaving Site)

SEGRO

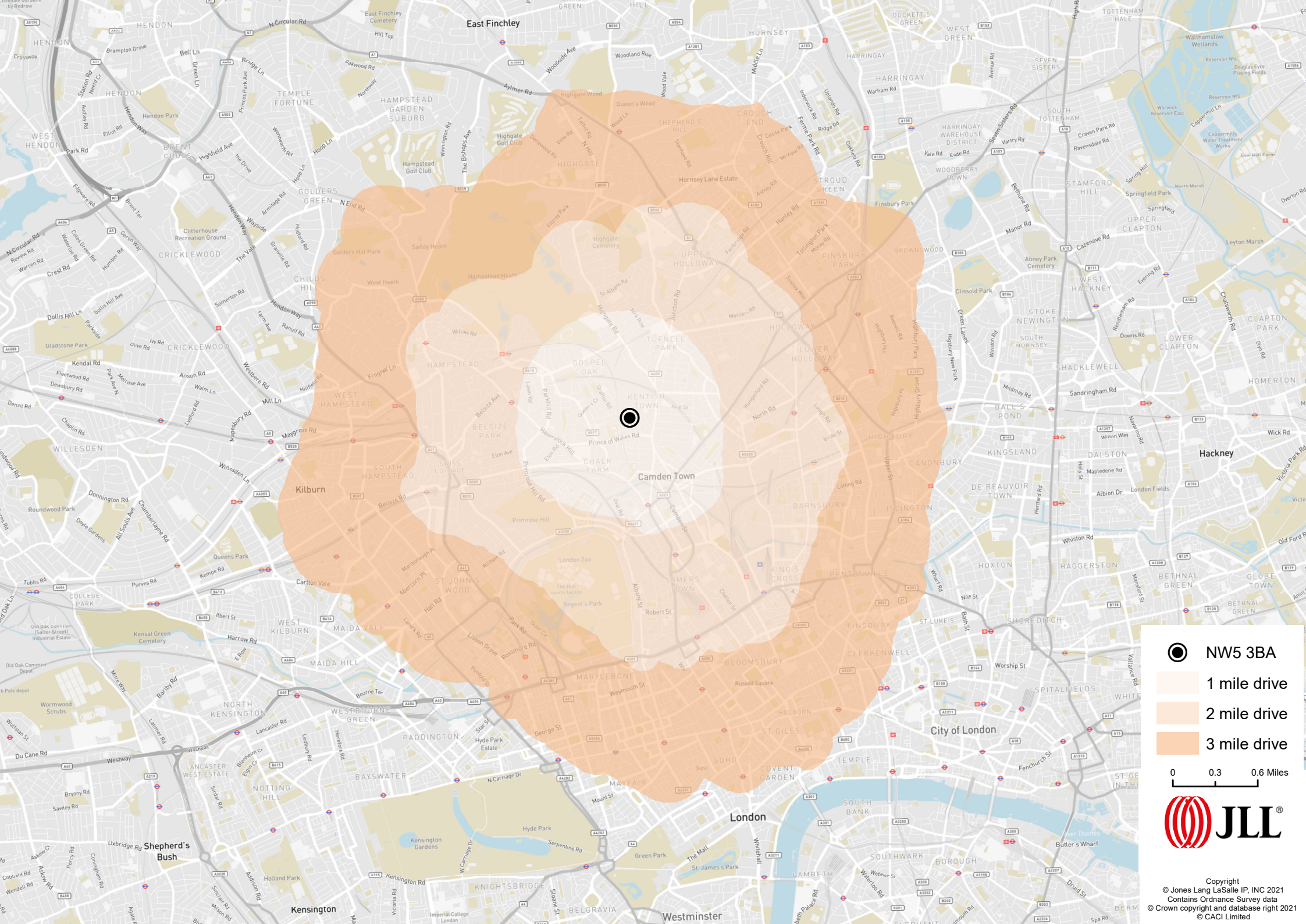
vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
JW	ID	17/02/2021	NTS	

vectos.

APPENDIX E


NW5 3BA
1 mile drive
2 mile drive
3 mile drive
0
0.3
0.6 Miles
JLL
Copyright
© Jones Lang LaSalle IP, INC 2021
Contains Ordnance Survey data
© Crown copyright and database right 2021
© CACI Limited
East Finchley
Camden Town
Kilburn
Hackney
City of London
London
Shepherd's Bush
Kensington
Westminster

vectos.

APPENDIX F

QS102EW - Population density

population	All usual residents
units	Persons
rural urban	Total
area/population density	All usual residents

2011 super output area - middle layer	2011	%
E02000166 : Camden 001	7,924	1.77%
E02000167 : Camden 002	7,944	1.77%
E02000168 : Camden 003	8,172	1.82%
E02000169 : Camden 004	7,637	1.70%
E02000170 : Camden 005	8,338	1.86%
E02000171 : Camden 006	7,818	1.74%
E02000172 : Camden 007	10,147	2.26%
E02000173 : Camden 008	7,675	1.71%
E02000174 : Camden 009	8,714	1.94%
E02000175 : Camden 010	8,848	1.97%
E02000176 : Camden 011	6,373	1.42%
E02000177 : Camden 012	8,948	1.99%
E02000178 : Camden 013	8,857	1.97%
E02000179 : Camden 014	6,329	1.41%
E02000180 : Camden 015	8,202	1.83%
E02000181 : Camden 016	7,708	1.72%
E02000182 : Camden 017	6,697	1.49%
E02000183 : Camden 018	7,913	1.76%
E02000184 : Camden 019	8,882	1.98%
E02000185 : Camden 020	8,290	1.85%
E02000186 : Camden 021	6,687	1.49%
E02000187 : Camden 022	8,155	1.82%
E02000188 : Camden 023	8,322	1.85%
E02000189 : Camden 024	5,944	1.32%
E02000190 : Camden 025	7,530	1.68%
E02000191 : Camden 026	7,497	1.67%
E02000192 : Camden 027	7,157	1.60%
E02000193 : Camden 028	7,630	1.70%
E02000960 : Westminster 001	6,620	1.48%
E02000970 : Westminster 011	8,983	2.00%
E02000972 : Westminster 013	8,333	1.86%
E02000554 : Islington 001	9,182	2.05%
E02000555 : Islington 002	9,408	2.10%
E02000556 : Islington 003	10,008	2.23%
E02000557 : Islington 004	8,124	1.81%
E02000558 : Islington 005	8,870	1.98%
E02000559 : Islington 006	8,778	1.96%
E02000560 : Islington 007	7,076	1.58%
E02000561 : Islington 008	7,746	1.73%
E02000563 : Islington 010	8,486	1.89%
E02000564 : Islington 011	10,488	2.34%
E02000566 : Islington 013	8,164	1.82%
E02000568 : Islington 015	9,625	2.15%
E02000569 : Islington 016	10,022	2.23%
E02000570 : Islington 017	8,615	1.92%
E02000571 : Islington 018	8,031	1.79%
E02000572 : Islington 019	8,571	1.91%
E02000573 : Islington 020	8,674	1.93%
E02000574 : Islington 021	8,501	1.89%
E02000575 : Islington 022	11,889	2.65%
E02000426 : Haringey 030	6,731	1.50%
E02000429 : Haringey 033	6,852	1.53%
E02000430 : Haringey 034	7,417	1.65%
E02000431 : Haringey 035	6,685	1.49%
E02000432 : Haringey 036	6,454	1.44%
Total	**448,671**	**100.00%**

vectos.

APPENDIX G

Calculation Reference: AUDIT-152301-210318-0352

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	HD	HILLINGDON	1 days
	HO	HOUNSLOW	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 8673 to 20400 (units: sqm)
Range Selected by User: 950 to 20400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	1 days
B8	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BE-02-F-01 FRESH FRUIT DISTRIBUTOR BEXLEY
THAMES ROAD
CRAYFORD

Edge of Town
Industrial Zone
Total Gross floor area: 20400 sqm
Survey date: THURSDAY 20/09/18 Survey Type: MANUAL

2 HD-02-F-01 FOOD DISTRIBUTOR HILLINGDON
NINE ACRES CLOSE
HAYES

Edge of Town
Industrial Zone
Total Gross floor area: 8673 sqm
Survey date: THURSDAY 27/09/18 Survey Type: MANUAL

3 HO-02-F-01 LOGISTICS AND FREIGHT HOUNSLOW
ASCOT ROAD
FELTHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13500 sqm
Survey date: WEDNESDAY 23/11/16 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	14191	0.258	3	14191	0.094	3	14191	0.352
08:00 - 09:00	3	14191	0.406	3	14191	0.101	3	14191	0.507
09:00 - 10:00	3	14191	0.209	3	14191	0.115	3	14191	0.324
10:00 - 11:00	3	14191	0.136	3	14191	0.136	3	14191	0.272
11:00 - 12:00	3	14191	0.174	3	14191	0.186	3	14191	0.360
12:00 - 13:00	3	14191	0.188	3	14191	0.254	3	14191	0.442
13:00 - 14:00	3	14191	0.237	3	14191	0.193	3	14191	0.430
14:00 - 15:00	3	14191	0.139	3	14191	0.155	3	14191	0.294
15:00 - 16:00	3	14191	0.143	3	14191	0.169	3	14191	0.312
16:00 - 17:00	3	14191	0.148	3	14191	0.214	3	14191	0.362
17:00 - 18:00	3	14191	0.164	3	14191	0.458	3	14191	0.622
18:00 - 19:00	3	14191	0.167	3	14191	0.247	3	14191	0.414
19:00 - 20:00	1	20400	0.044	1	20400	0.230	1	20400	0.274
20:00 - 21:00	1	20400	0.020	1	20400	0.029	1	20400	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.433			2.581			5.014

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	8673 - 20400 (units: sqm)
Survey date date range:	01/01/12 - 27/09/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	14191	0.040	3	14191	0.047	3	14191	0.087
08:00 - 09:00	3	14191	0.031	3	14191	0.038	3	14191	0.069
09:00 - 10:00	3	14191	0.049	3	14191	0.045	3	14191	0.094
10:00 - 11:00	3	14191	0.035	3	14191	0.049	3	14191	0.084
11:00 - 12:00	3	14191	0.042	3	14191	0.033	3	14191	0.075
12:00 - 13:00	3	14191	0.045	3	14191	0.049	3	14191	0.094
13:00 - 14:00	3	14191	0.052	3	14191	0.049	3	14191	0.101
14:00 - 15:00	3	14191	0.045	3	14191	0.033	3	14191	0.078
15:00 - 16:00	3	14191	0.038	3	14191	0.040	3	14191	0.078
16:00 - 17:00	3	14191	0.038	3	14191	0.028	3	14191	0.066
17:00 - 18:00	3	14191	0.031	3	14191	0.038	3	14191	0.069
18:00 - 19:00	3	14191	0.028	3	14191	0.019	3	14191	0.047
19:00 - 20:00	1	20400	0.020	1	20400	0.034	1	20400	0.054
20:00 - 21:00	1	20400	0.020	1	20400	0.005	1	20400	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.507			1.021

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*