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SECTORSURE NO.10 LIMITED

BP SERVICE STATION,

104A FINCHLEY ROAD, LONDON, NW3 5EY

OUTLINE DELIVERY AND SERVICING PLAN

June 2022

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1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Sectorsure No.10 Limited in relation to the proposed development at the BP Service Station, 104A Finchley Road, London, NW3 5EY.

1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

Existing Site

1.3 The site is accessed off of the southbound lanes of the A41 Finchley Road via two substantial vehicle accesses on the site's frontage. The A41 Finchley Road comprises of a dual carriageway with a kerbed central reservation in the vicinity of the site.

1.4 The site is bounded to the north and west by College Crescent (a one-way road leading to Fitzjohn's Avenue), neighbouring properties to the east, and Finchley Road to the south.

1.5 In terms of public transport accessibility, the site has a PTAL (public transport accessibility level) score of 6b which is an 'excellent' rating as defined by TfL and is the highest achievable score.

1.6 A total of eight bus services with high hourly service frequencies can be accessed within a reasonable walking distance of the site. In addition, Finchley Road London Underground Line (LUL) station is just over 200 metres to the north of the site providing ready access to Jubilee and Metropolitan Line services. Finchley Road & Frognal London Overground station is just over 650 metres further to the north of the site and South Hampstead London Overground station is around 500 metres to the south of the site.

1.7 The site is within a controlled parking zone (CPZ) which operates Monday to Friday from 9am to 630pm and Saturday from 930am to 130pm.

1.8 The site currently comprises of a petrol filling station with an ancillary kiosk/shop.

Proposed Development

1.9 The proposals involve the redevelopment of the site to provide a lower ground floor commercial unit, additional accommodation for the adjoining University College School (UCS) Pre-Prep School, and 31 residential dwellings on the upper floors. The proposed lower and upper ground floor plans are presented at Appendix B of this report.

1.10 The development will be car-free, no off-street parking will be provided.

1.11 The new residential dwellings and commercial units will be exempt from obtaining permits for the adjoining controlled parking zone (CPZ). This will be secured by the local Council through a signed S106 Agreement with the developer.

Aim of the DSP

1.12 The aim of this Outline Delivery and Servicing Plan (DSP) is to ensure that commercial traffic to and from the site is as efficient as possible through the development's design as well as the promotion of sustainable measures.

1.13 This Outline DSP has been prepared for submission with the planning application and sets out the framework for the DSP, it is expected that a full DSP might be secured by the Council as a condition of any future planning permission.

2.0 POLICY CONTEXT

2.1 This proposal has been assessed considering current transport planning policy guidance at the local, regional, and national level.

2.2 The Council has adopted several planning documents that (alongside the Mayor's London Plan) form the development plan for Camden which are the starting point for planning decisions in the borough.

2.3 At the regional level the London Plan forms the strategic element of the statutory development plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London.

2.4 At the national level objectives for the integration of planning and transport are set out in the National Planning Policy Framework (NPPF).

Camden Council

2.5 The Council has adopted a number of planning documents that (alongside the Mayor's London Plan) form the 'development plan' for Camden which are the starting point for planning decisions in the borough.

2.6 The Local Plan was adopted by the Council in July 2017, formally replacing the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough.

2.7 Chapter 10 and Policies T1, T2, T3, and T4 of Camden Council's Local Plan sets out the transport related policies which have been adopted to guide development in the borough. The aforementioned policies are extracted in full as follows for ease of referral:

> *"Policy T1 Prioritising walking, cycling and public transport*
> *The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.*

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a. improve the pedestrian environment by supporting high quality public realm improvement works;

b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

c. are easy and safe to walk through ('permeable');

d. are adequately lit;

e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f. contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

"Policy T2 Parking and car-free development

The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

"Policy T3 Transport infrastructure

The Council will seek improvements to transport infrastructure in the borough.

We will:

a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and

b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;"

"Policy T4 Sustainable movement of goods and materials

The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

We will:

a. encourage the movement of goods and materials by canal, rail and bicycle where possible;

b. protect existing facilities for waterborne and rail freight traffic and;

c. promote the provision and use of freight consolidation facilities.

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;

e. accommodate goods vehicles on site; and

f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."

2.8 These core transport planning policies have been referenced throughout the design of the development to ensure that the proposals meet with the Council's sustainable travel and movement of goods and materials objectives.

The London Plan

2.9 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), must produce a spatial development strategy (SDS) which has become known as the London Plan.

2.10 Chapter 10 of the London Plan relates to London's Transport. At the regional level the London Plan Policy T1 sets out the Mayor's strategic approach to transport as shown below:

"Policy T1 Strategic approach to transport
A Development Plans should support and development proposals should facilitate:
1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
2) the proposed transport schemes set out in Table 10.1.
B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.11 Policy T7 of the London Plan is of material importance to the assessment of this scheme as it relates to the requirement to accommodate safe deliveries and servicing arrangements (including during construction) in new development:

"Policy T7 Deliveries, servicing and construction
A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.
B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:
1) reduce freight trips to, from and within these areas

2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level

3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.

C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:

o Planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply

o Location, proximity to the strategic road network and existing/potential markets

o The existing and potential contribution the railhead can make towards catering for freight movements by non-road modes

o The location and availability of capacity at alternate railheads, in light of current and projected capacity and market demands.

E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

1) reduce road danger, noise and emissions from freight trips

2) enable sustainable last-mile movements, including by cycle and electric vehicle

3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

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

I At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.
K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."

Transport for London

2.12 In December 2020, Transport for London (TfL) published a 'Delivery and Servicing Plan Guidance'. In addition, TfL has produced a 'Kerbside Loading Guidance' Second Edition document dated January 2017 which is directly applicable to this assessment.

2.13 It is on these guidance documents that this DSP has been and will continue to be developed.

3.0 SITE ASSESSMENT & PROPOSED DEVELOPMENT

Site Assessment

3.1 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.

3.2 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.3 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

3.4 The PTAL tool has also calculated the site to have a forecasted PTAI score of 45.29 and a corresponding PTAL score of 6b which is the highest achievable score. The full PTAL assessment is presented in Appendix C of this report. An extract from TfL's *'Transport Assessment best practice guidance'* setting out the thresholds for PTAL calculations is set out as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

3.5 A total of eight day time bus services with high hourly service frequencies operate from stops within around 350 metres of the application site. The closest of these stops is on Finchley Road around 200-metres to the south of the site. Refer to

Figure 2 which presents the location of nearby bus services available within proximity to the site.

3.6 Finchley Road London Underground Station is situated just 200-metres north of the site following footpaths, refer to Figure 2. Finchley Road Station provides access to London underground services on the Jubilee and Metropolitan Lines.

3.7 In terms of London Overground services, the site is near both Finchley Road and Frognal Rail Station (circa 650-metres to the north) and South Hampstead Rail Station (circa-530 metres to the south) which are on the Clapham Junction to Stratford and the Euston to Watford lines of the Overground network respectively.

3.8 The footpaths in proximity to the site are sufficiently wide and in a good state of repair. The walk routes from the site to local public transport access points are straightforward as can be seen from the site location map in Figure 2.

3.9 The street scene adjoining the site is to be significantly improved under the proposals. The two existing substantial vehicle accesses on the site's frontage off of the A41 Finchley Road will become redundant under the proposals, the accesses will therefore be closed off and the footway and kerb line reinstated as part of S278 Highways Works arising from the scheme.

3.10 The removal of these two very wide and frequently used vehicle accesses under the proposals will result in a significant highways safety improvement for pedestrian footfall on Finchley Road as well as for vehicular traffic and cyclists on the adjoining A41.

3.11 In addition, the A41 Finchley Road has a shared bus and cycle lane in both directions for large parts of the adjoining highway.

3.12 The site is well connected to the wider highway network. The A41 Finchley Road is a principal route between Edgware and beyond to the north and Marylebone/Baker Street to the south.

3.13 The roads adjoining the site are within the Camden Council's controlled parking zone (CPZ) 'CA-B' which operates Monday to Friday from 9am to 630pm and Saturday from 930am to 130pm. On the opposite side of Finchley Road is CPZ CA-R(b) which operates Monday to Saturday from 830am to 10pm.

3.14 As explained the development will be car-free, no off-street parking will be provided. The new residential dwellings and commercial units will be exempt from obtaining permits for the adjoining controlled parking zone (CPZ); this will be secured by the local Council through a signed S106 Agreement with the developer.

Proposed Development

3.15 The proposals involve the redevelopment of the site to provide a lower ground floor commercial unit, additional accommodation for the adjoining University College School (UCS) Pre-Prep School, and 31 residential dwellings on the upper floors. The proposed lower and upper ground floor plans are presented at Appendix B of this report.

3.16 The breakdown of the proposed schedule of accommodation is as follows:

- Commercial Unit; 165 sqm gross internal area (GIA) in Flexible 'E use class';
- UCS Pre-Prep Extensions; 350 sqm GIA in 'F use class';
- 31 self-contained residential flats comprising of 12 one-bedroom two-person dwellings, 14 two-bedroom dwellings, and five three-bedroom dwellings.

2.9 The proposed 350 sqm floor space associated with the extension to the UCS Pre-Prep will not increase the number of pupils or staff at the school. The school currently has a permitted capacity for 108 pupils (18 pupils per class). The development proposes that pupil numbers will not increase but the scheme would simply provide existing pupils with additional space. Accordingly, the delivery and servicing requirements associated with the additional floor area for

the school would be inherently incorporated into the school's existing established delivery and servicing arrangements.

3.17 At this stage the end occupier and use class of the standalone commercial unit is unknown.

3.18 The following chapter sets out the projected frequency of servicing and delivery vehicle trips associated with the proposed development together with the access strategy for each element of the development.

4.0 SERVICING/DELIVERY TRIP GENERATION & ACCESS STRATEGY

Commercial Servicing/Delivery Trip Generation & Access Strategy

4.1 The delivery and servicing requirements associated with the additional floor area for the school would be inherently incorporated into the school's existing established delivery and servicing arrangements.

4.2 The standalone commercial unit (156 sqm floor area in flexible 'E class' use) is proposed to be provided in the western part of the site at lower ground floor accessed from Finchley Road. It might be reasonably expected to be a small local convenience store, and this would likely constitute a 'worst case scenario' in terms of servicing demands/frequency of the various 'E class' uses. At this early stage of the proposals there is no known occupier for the unit. Accordingly, it has not been possible to provide specific servicing predictions for an occupier.

4.3 However based on our recent experience in preparing a DSP for a similar albeit larger scale of A1 retail store we are able to set out some predicted servicing activity based on these earlier findings.

4.4 According to our research the number of deliveries are dependent on trade demand and stock availability. However, based on the small scale of the proposed possible retail unit we would expect that the maximum delivery requirement would be up to one delivery of stock per day in nothing larger than a 7.5 tonne box van. There may be less frequent ad-hoc demand for other deliveries such as cash collections etc.

4.5 The modest amount of predicted servicing activity relating to the commercial unit is expected to be adequately accommodated via the existing loading opportunities on Finchley Road or College Crescent which are immediately east and north of the unit respectively and within a short trundle distance for deliveries and servicing.

4.6 There is a designated red route loading bay on Finchley Road around 40 metres to the south of the site which permits loading for up to 20 minutes between 10am and 4pm.

4.7 Similarly, there is a designated Blue Badge and loading bay on College Crescent immediately at the rear of the site which allows parking/loading for 3 hours and 20 minutes respectively from 10am and 4pm.

4.8 A variety of locations where servicing can practically, safely, and legally take place in proximity to the site is demonstrated on a plan at Figure 3 of this report.

4.9 As detailed previously, once a tenant is identified, a more precise servicing schedule will become apparent, tailored to individual tenant's needs.

4.10 In terms of refuse collection, the commercial bins are expected to be collected by way of a privately contracted arrangement. The refuse and recycling generated by the additional UCS space would be incorporated into the school's current waste storage and collection arrangements.

Residential Servicing/Delivery Trip Generation & Access Strategy

4.11 To predict the amount of servicing that will take place from the proposals, the industry standard trip data database TRICS (Trip Rate Information Computer System) has been utilised.

4.12 The TRICS database contains trip rate information for various site uses across the UK which, when used correctly, can offer a highly accurate level of predicted trips in relation to a proposed development.

4.13 For the C3 'Dwelling houses' land use, multi-modal surveys within the 03-Residential, M – Mixed Private/Affordable Housing TRICS sub-dataset have been examined. The trip generation results are based on trip rates from eight sites within the database which are comparable to the residential element of the proposed development.

4.14 We have applied a total 'servicing' vehicle trip rate per dwelling for all 31 proposed dwellings, as the scheme will generate vehicle trips from delivery and other servicing related activity.

4.15 Table 1 and Appendix D illustrates the TRICS derived servicing vehicle trip rate per dwelling and the servicing vehicular trips associated with the proposed 31 residential dwellings.

Table 1. TRICS Servicing Trips for Proposed Residential Dwellings

Time Period	Total Servicing Trip Rate Per Dwelling			Proposed 31 Dwellings		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
07:00-08:00	0.01	0.00	0.01	0	0	0
08:00-09:00	0.01	0.01	0.02	0	0	0
09:00-10:00	0.01	0.01	0.02	0	0	0
10:00-11:00	0.01	0.01	0.02	0	0	1
11:00-12:00	0.01	0.01	0.02	0	0	1
12:00-13:00	0.01	0.01	0.02	0	0	0
13:00-14:00	0.01	0.01	0.01	0	0	0
14:00-15:00	0.00	0.01	0.01	0	0	0
15:00-16:00	0.00	0.00	0.00	0	0	0
16:00-17:00	0.00	0.00	0.01	0	0	0
17:00-18:00	0.01	0.00	0.01	0	0	0
18:00-19:00	0.00	0.00	0.01	0	0	0
19:00-20:00	0.00	0.00	0.01	0	0	0
20:00-21:00	0.00	0.00	0.00	0	0	0
Total	0.07	0.07	0.14	2	2	4

NB: Minor arithmetic errors are due to rounding

Source: TRICS 7.7.4

4.16 As is shown in Table 1 the proposed 31 residential dwellings can be expected to generate in the order of four total two-way servicing vehicle trips to the site over the course of a typical weekday comprising of two arrivals and two departures. The level of servicing vehicle activity is relatively low and consistent throughout the day. No more than one servicing vehicle arrival or departure is predicted to occur in any hour on a typical weekday.

4.17 We have looked at delivery servicing trip generation information in more detail for the purpose of this study. Since 2017 the TRICS database started recording

servicing vehicles separately from total vehicle counts. Explanatory text from the TRICS database is set out as follows:

> *"Servicing Vehicles*
> *This new count was introduced into the general TRICS database for new surveys in 2017. It contains time period splits of cars, LGV's and OGV's that arrive at and depart from sites performing a servicing function (for example delivery vehicles, plumbers, electricians, fast food deliveries, waste disposal and recycling, etc). Note that all Servicing Vehicles are also included in the general cars, LGV's, and OGV's counts. In 2018, a new motorcycles sub-category for Servicing Vehicles was added, with motorcycles included in Servicing Vehicles counts from 2019 onwards. Note that definition is based on the vehicle undertaking an actual servicing function during a survey, and not the vehicle type, so vehicles that might be used for servicing that are not undertaking an actual servicing function during an inbound or outbound trip will not be recorded as Servicing Vehicles. If such vehicles cannot be identified at a good level of confidence, then a Servicing Vehicles count will not be included."*

4.18 In terms of vehicle sizes, the TRICS database records light goods vehicles (LGVs) and ordinary goods vehicles (OGVs) based on the following criteria as referenced from the definitions section of the database:

> *"Light Goods*
> *Consists of all goods vehicles up to 30 CWT unladen weight, as a percentage of all vehicles included in the count shown. Included in this category are car-type delivery vans, and standard "Transit" type vans, but not vehicles with twin rear wheels. Also includes ambulances (excluding patient passenger transports which would fall under Public Service Vehicle). Separate LGV counts were introduced in March 2013."*
>
> *"OGV(1)*
> *All commercial vehicles with 2 axles and twin rear wheels and all vehicles with 3 axles, as a percentage of all vehicles included in the count shown.*
>
> *OGV(2)*
> *All goods vehicles with 4 or more axles, as a percentage of all vehicles included in the count shown."*

4.19 The reference to 30 'CWT' in the light goods definition is an outdated term from imperial measurement for smaller car-based and transit type vans. The modern

metric equivalent to light goods vehicles up to 30 CWT is a 3.5 tonne transit van, therefore anything larger than this vehicle would fall within the OGV class definition as defined by TRICS.

4.20 To disaggregate the servicing trips in Table 1 by type of vehicle, the raw count data in the TRICS database for each of the nine individual sites has been interrogated and an average percentage for each servicing vehicle category has been derived, namely: LGV, OGV, and car. This exercise is also presented in Appendix D, a summary is provided as follows:

- LGV – 70%,
- OGV – 12%,
- Car – 18%.

4.21 Based on the proportion of servicing vehicle types in the TRICS raw data, of the two total instances of servicing activity in Table 1 (i.e. one arrival and one departure is equal to one servicing activity), one will likely be made by LGV (i.e. a van up to 3.5 tonne), and one will likely either be made by OGV (i.e. a van larger than 3.5 tonne) or car.

4.22 As with the commercial unit, the modest amount of predicted servicing activity relating to the residential dwellings is expected to be adequately accommodated via the existing loading opportunities on Finchley Road or College Crescent which are immediately east and north of the unit respectively which are within a short trundle distance. Refer to Figure 3 of this report.

4.23 In terms of refuse collection, the Council's domestic refuse and recycling service is expected to be utilised for the residential aspect of the proposal.

4.24 The residential bin store is located at upper ground level and would be accessed from College Crescent from the adjacent kerb side. The kerb side restrictions on College Crescent (double yellow lines with no blips) allow a refuse vehicle to stop and load refuse legally. The trundle distance between the bin store and College Crescent is minimal. The location of the bin store has been designed to be as

close as practicable to College Crescent. It is proposed that a dropped kerb is constructed near the residential entrance so that the bins can be easily/safely transported between the store and the vehicle, refer to Appendix B. There is a dropped kerb crossover serving the UCS Pre-Prep a short distance further along College Crescent with a similar height kerb and similar footpath width.

4.25 The following chapter sets out the measures that could be implemented to encourage and deliver a sustainable freight strategy for the site.

5.0 ENCOURAGING SUSTAINABLE FREIGHT

5.1 An action plan is a list of measures that the site management/occupiers will adopt to best ensure the effectiveness of all delivery and servicing activity. Table 2 outlines the measures which would be adopted to ensure that the best practice of delivery and servicing is established at the outset of the development being occupied and ongoing.

5.2 In addition to outlining the timescale and who should be responsible for their implementation, the measures aim to achieve the DSPs main objective which is to minimise the impact of the servicing and deliveries forecast for the proposed development.

5.3 The DSP measures for the proposed development would be developed once the needs of the future occupants have been identified through the servicing and delivery surveys. However, at this stage it is anticipated that during its development the DSP will consider a combination of the measures outlined in the following table.

Table 2. DSP Action Plan

Measure	Description	Benefit	Timeframe	Responsibility
Adoption of the DSP	Early engagement with the occupiers of the commercial unit and the management company responsible for the residential dwellings	Measures and policies for sustainable freight are implemented at the outset of the development being occupied	Upon first occupation	The applicant
Assign responsibility of the DSP to an individual or a transport professional	DSP Coordinator will be responsible for managing the on-going development, delivery and promotion of the DSP	To ensure that the DSP is implemented according to the action plan	Upon occupancy and ongoing	The applicant
TRICS compliant freight surveys carried out	Surveys of all servicing and delivery movements throughout a typical weekday will be carried out	To monitor the effectiveness of the DSP against any targets set	Upon occupation and at years 1, 3 and 5 thereafter	DSP Coordinator

Promote DSP measures and initiatives	Provide DSP information to all occupiers. Ensure that operational issues are identified and remediated to facilitate smooth consolidated delivery and servicing	To engage the site as a whole and to react to known issues if/when they arise	Upon occupancy and ongoing	DSP Coordinator
Couriers	Adopt a site wide smart courier policy in an attempt to consolidate the number of motorised servicing trips, also promote the use of non-motorised couriers	To reduce the number of servicing trips, especially motorised vehicle trips, generated by the site as a whole	Upon occupancy and ongoing	DSP Coordinator
Use of local sources/suppliers	Encourage occupiers to source items locally. Promote the very good availability of nearby supermarkets so as to reduce dependency on on-line food shopping	To reduce the number of servicing trips, especially motorised vehicle trips, generated by the site as a whole	Upon occupancy and ongoing	DSP Coordinator
Site engagement	Publish details of servicing/delivery facilities and procedures to commercial and residential occupiers	To promote sustainable delivery and servicing practices such as the use of concierge who can take receipt of deliveries	Upon occupancy and ongoing	DSP Coordinator
Fleet Operator Recognition Scheme (FORS)	Use of suppliers who are Silver accredited members. Encourage non FORS suppliers to sign up to the scheme	Promotion of FORS can increase road safety and reduce emissions	Upon occupancy and ongoing	Site management and the occupiers
Vehicle booking and management system	Produce a delivery and servicing schedule to outline the most appropriate times for servicing vehicle movements	Spreading out site wide servicing activity can ensure the most efficient use of the on-site and adjacent loading facilities	Upon occupancy and ongoing	DSP Coordinator
Avoid peak period servicing trips	Encourage occupiers to as far as possible manage servicing activity to occur outside of the usual AM and PM peak periods (0800-0900 and 1700-1800 respectively)	Servicing activity outside of the peak periods can reduce congestion and ensure the most efficient transfer of goods	Upon occupancy and ongoing	DSP Coordinator

Source: PMA

5.4 As the occupiers of the commercial unit and the management company for the residential dwellings is currently unknown, it is not considered appropriate to develop specific targets for the DSP at this 'Outline' stage. Once the site is operational and servicing and delivery surveys of the fully occupied development have taken place a series of targets can be set so as to provide a benchmark for the effectiveness of the plan.

5.5 The targets should align with the objectives and measures set out previously and be SMART (Specific Measurable Achievable Relevant Time bound). Examples of potential DSP targets are set out as follows:

Example DSP Targets and Timescales

- A reduction in total daily delivery and servicing trips, compared to those forecast in this outline DSP within one year of occupation;
- That 25% of all courier trips are made by bicycle, motorcycle, or on-foot within two years of occupation;
- That 90% of all servicing and delivery vehicle trips are to be made by FORS members within three years from first occupation.

6.0 MONITORING & REVIEW

6.1 As part of the DSP, regular monitoring and review will be carried out.

6.2 The first stage of the DSP will be the appointment of a DSP Coordinator.

6.3 In terms of monitoring, post-occupancy TRICS compliant surveys including detailed servicing and delivery data collection will be carried out within 6 months of the site being occupied or at 75% of overall site occupancy, whichever is sooner.

6.4 In line with TfL's DSP guidance, freight surveys should cover the following items:

- Frequency of visits;
- Who the provider is;
- Type of good/material being delivered;
- Quantity or size of goods being delivered;
- Urgency of the deliveries;
- Access and arrival routes;
- Mode of transport and vehicle size; and
- The destination of the delivery.

6.5 A DSP Monitoring Report will be submitted to Camden Council within two months of the post-occupancy freight surveys having been completed.

6.6 The remaining DSP duties as outlined in the Action Plan in Chapter 5 and any future iteration of this DSP will be carried out by the DSP Coordinator. Following the initial implementation of the DSP, continual monitoring and review will be required to maintain the live document.

6.7 Thereafter at years 1, 3, and 5 following submission of the post-occupancy DSP Monitoring Report, new TRICS compliant freight surveys will be carried out and the results submitted to Camden Council within additional Monitoring Reports.

The DSP Monitoring Reports shall contain information detailing how the measures have been implemented, comments on whether or not the agreed targets are being met, and relevant recommendations or mitigation measures to improve substandard results.

6.8 The ongoing DSP TRICS compliant freight surveys and Monitoring Reports would be organised and carried out by the DSP Coordinator with the full support of the site's management.

7.0 SUMMARY

7.1 To summarise, the scheme comprises of the redevelopment of the BP Service Station, Finchley Road to provide a mixed-use scheme providing 31 residential dwellings and commercial uses.

7.2 The site is within the London Borough of Camden.

7.3 The developer is committed to reducing the traffic impact in respect of delivery and servicing arrangements relating to the proposed development through the implementation of a DSP. It is anticipated that the DSP will be secured by the Council as a condition of any future planning permission.

7.4 Thorough and regular monitoring of the DSP will identify targets, and assess to what extent they are being reached over the life of the scheme. The reporting of the progress will be carried out in consultation with Camden Council.

7.5 It is the aim of this outline DSP to influence delivery and servicing behaviour upon occupation of the scheme and ongoing.

7.6 The operations contained herein will be implemented prior to first occupation of the new premises.

FIGURES

Date: 15-June-2022
Scale: NTS
Source: Open Street Map
Drawing No: P2695/DSP/01

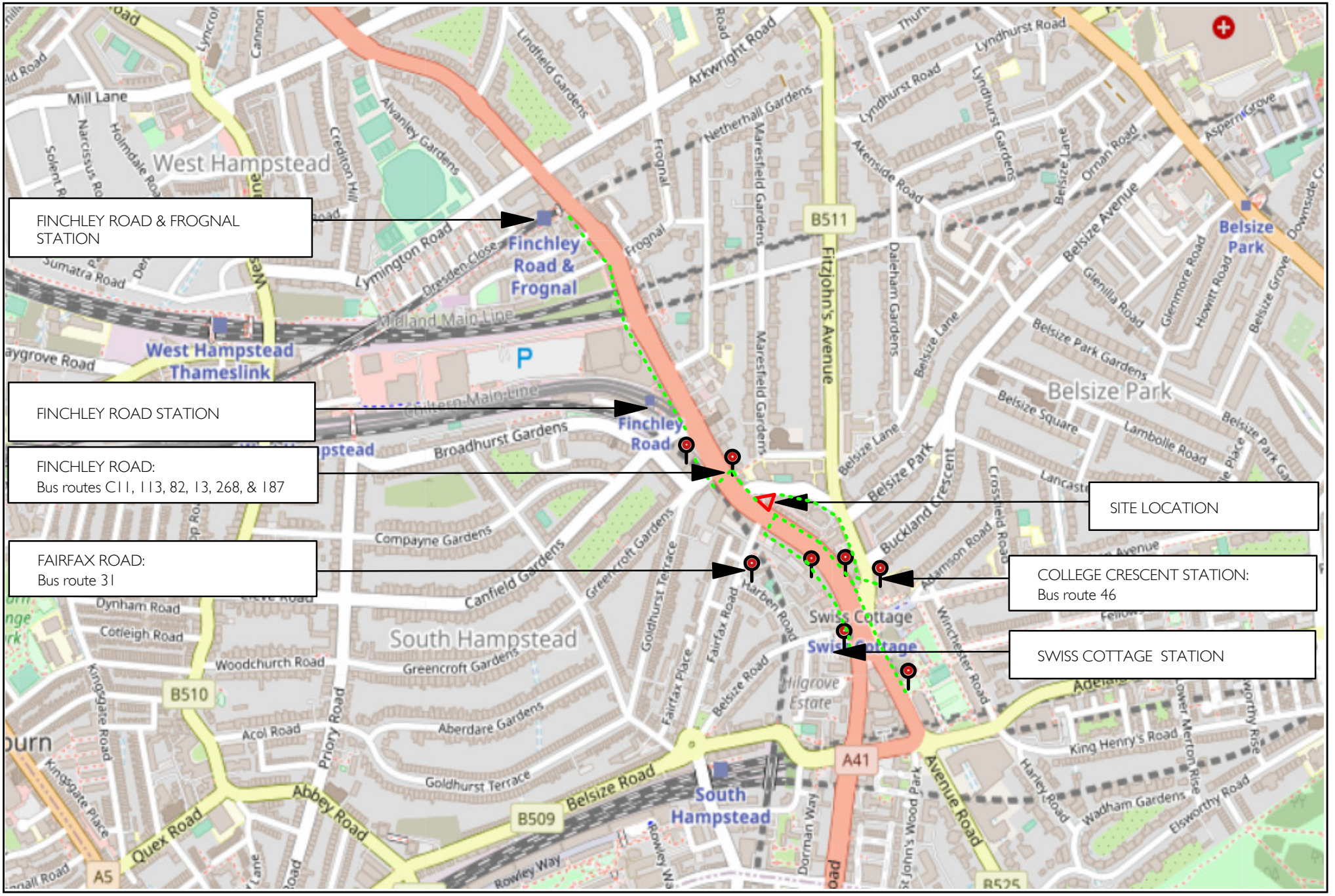
N

P2695: BP SERVICE STATION, 104A FINCHLEY ROAD, LONDON, NW3

Figure 1.

Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 15-June-2022
Scale: NTS
Source: Open Street Map
Drawing No: P2695/DSP/02

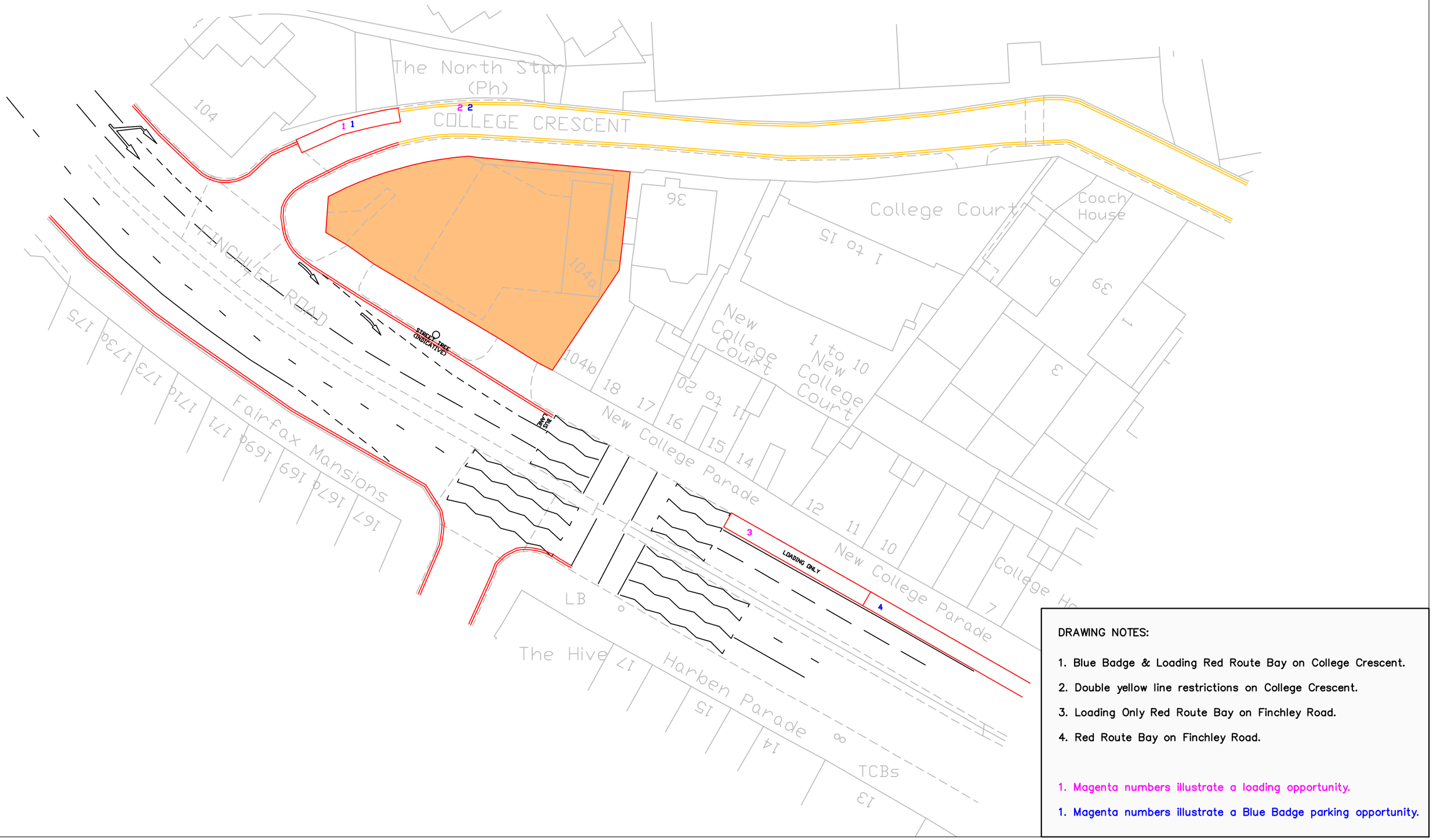
N

P2695: BP SERVICE STATION, 104A FINCHLEY ROAD, LONDON, NW3

Figure 2.

Public Transport Accessibility Map

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



DRAWING NOTES:

1. Blue Badge & Loading Red Route Bay on College Crescent.
2. Double yellow line restrictions on College Crescent.
3. Loading Only Red Route Bay on Finchley Road.
4. Red Route Bay on Finchley Road.

1. Magenta numbers illustrate a loading opportunity.

1. Magenta numbers illustrate a Blue Badge parking opportunity.

Date: 15-June-2022
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2695/DSP/03

N

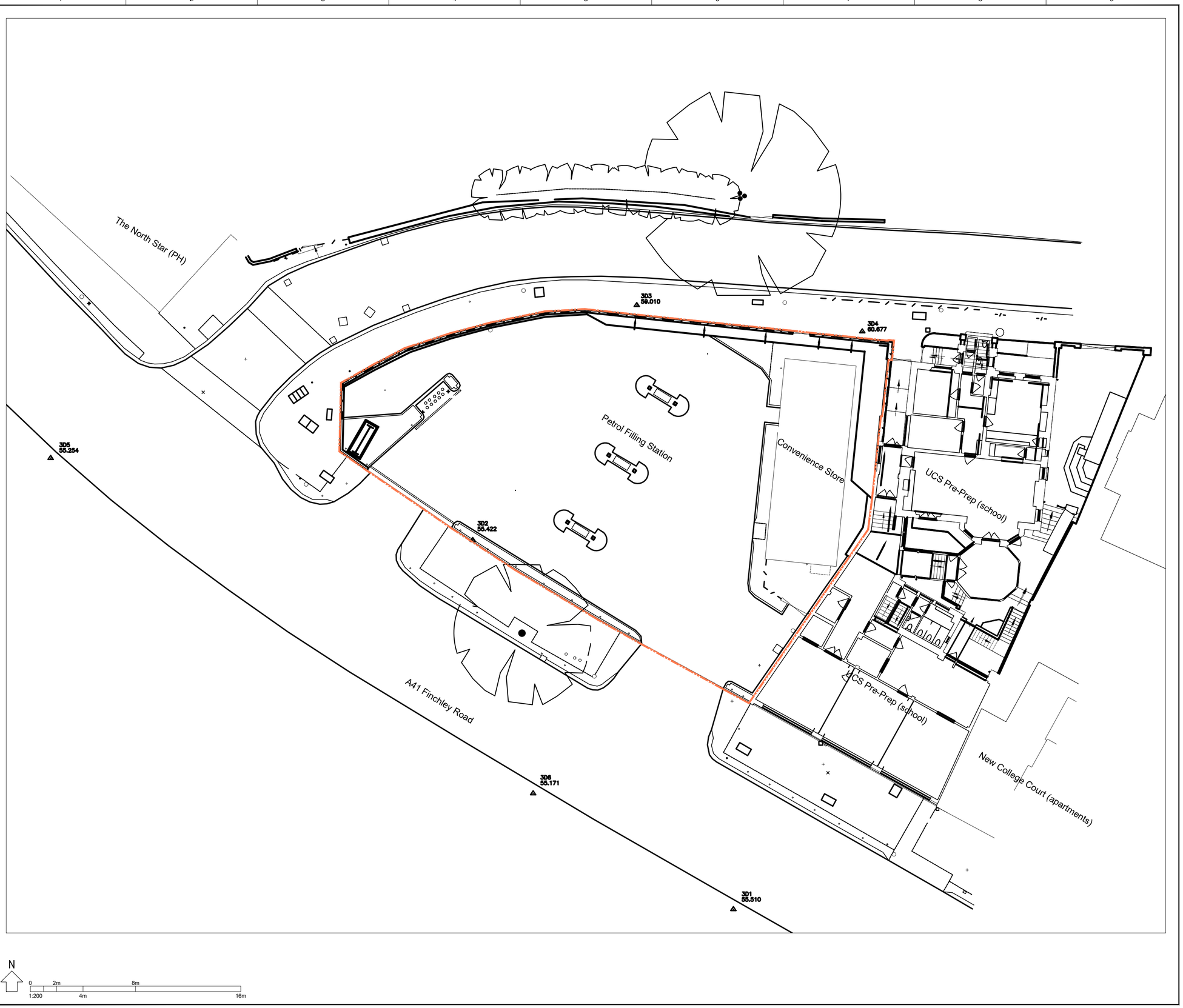
P2695: BP SERVICE STATION, 104A FINCHLEY ROAD, LONDON, NW3

Figure 3.

Nearest Safe/Legal Kerb Side Blue Badge Parking & Loading/Unloading Opportunities

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A
Site Boundary



NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

KEY PLAN:

Rev.	Date	Comment	Drawn	Checked
P1	10.12.21	Preliminary Issue	REB	NH

Issue Purpose

PRELIMINARY

tp bennett

One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project

PFS Site, 104a Finchley Road
London NW3 5EY
(inc. adjacent UCS pre-prep)

Drawing Title

Upper Ground Floor Plan
Existing

Drawn	Date	Scale @ A2	Alt. Ref.
REB	NOV' 2021	1:200	

tp bennett Project No.	Drawing Number	Rev
A12003	F 0100	P1

APPENDIX B
Proposed Upper and Lower Ground Floor Plan

NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

KEY PLAN:

Rev.	Date	Comment	Drawn	Checked
P6	06.06.22	Passenger lift extended to Lower Ground for plant maintenance; school stair lobbied and adjacent accommodation adjusted to suit; red line boundary change	REB	NH
P5	26.05.22	Revised to accommodate relocated electrical riser on floors above	REB	NH
P4	24.05.22	Column positions amended, cross-bracing and concrete boundary sheer wall added and courtyard, school staircase and internal accommodation amended to suit; residential stair ventilated lobbies added; facade amendments to enable outward opening escape doors from school; short term cycle parking spaces added to Finchley Road pavement	REB	NH
P3	25.04.22	Service access corridor removed and plant room access facilitated via extension of reconfigured residential stair; substation enlarged to suit UKPN requirements; school demise amended, shop fronts reconfigured, glazing added to courtyard, gym store relocated and room names (notional) added	REB	NH
P2	16.03.22	Revisions to levels; expanded plant room for new UKPN substation chamber and switch room	REB	NH
P1	06.12.21	Issued to Client for Concept Design sign-off	REB	NH

Issue Purpose

PRELIMINARY

tp bennett

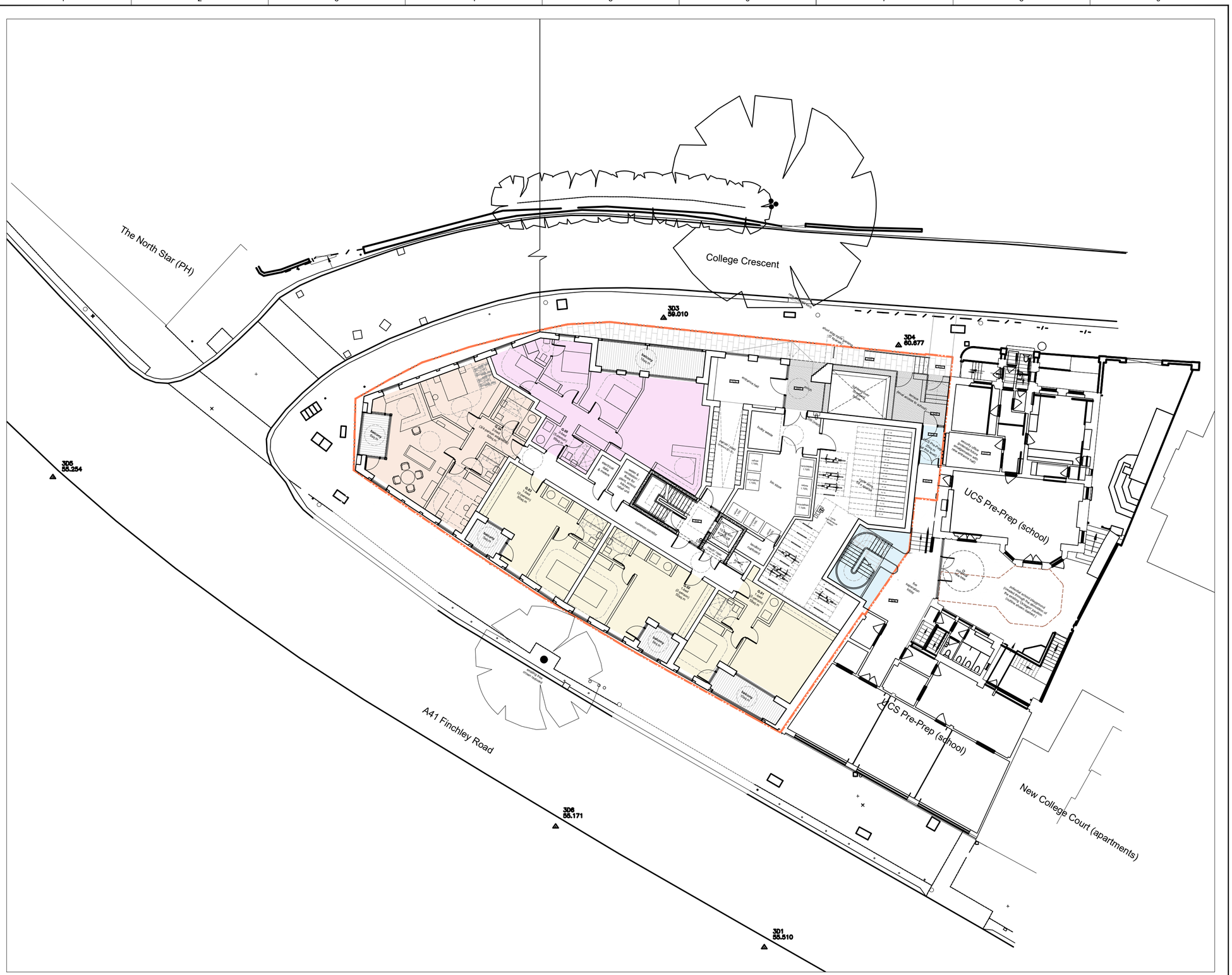
One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project
PFS Site, 104a Finchley Road
London NW3 5EY
(inc. adjacent UCS pre-prep)

Drawing Title
Lower Ground Floor Plan
Proposed

Drawn	Date	Scale @ A2	Alt. Ref.
REB	NOV' 2021	1:200	

tp bennett Project No.	Drawing Number	Rev
A12003	D 0099	P6



NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

KEY PLAN:

Rev.	Date	Comment	Drawn	Checked
P5	06.06.22	90min fire separation lobby to school relocated to LG floor; red line boundary change; Finchley Road street tree shown crown-reduced	REB	NH
P4	26.05.22	Windows amended to counter overheating potential; dry risers (DR) added; electrical riser relocated; smoke shafts enlarged for non-mechanical ventilation; apartment layouts amended and apartment utility cupboards added; CCTV [inner] room relocated from cycle store to basement; dropped kerb located on College Crescent for refuse collection; cycle provision increased; school staircase reconfigured; 90min fire separation lobby added to existing school	REB	NH
P3	25.04.22	Further revisions to access strategy & levels to account for steep slope of College Crescent (external hard landscape); residential stair & lift core and adjacent risers reconfigured to facilitate access to lower ground floor	REB	NH
P2	16.03.22	Revisions to access strategy & levels to account for steep slope of College Crescent (entrance hall / refuse store / cycle store / post); rationalised party wall line with UCS Pre-Prep	REB	NH
P1	06.12.21	Issued to Client for Concept Design sign-off	REB	NH

Issue Purpose

PRELIMINARY

tp bennett

One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project

PFS Site, 104a Finchley Road
London NW3 5EY
(inc. adjacent UCS pre-prep)

Drawing Title

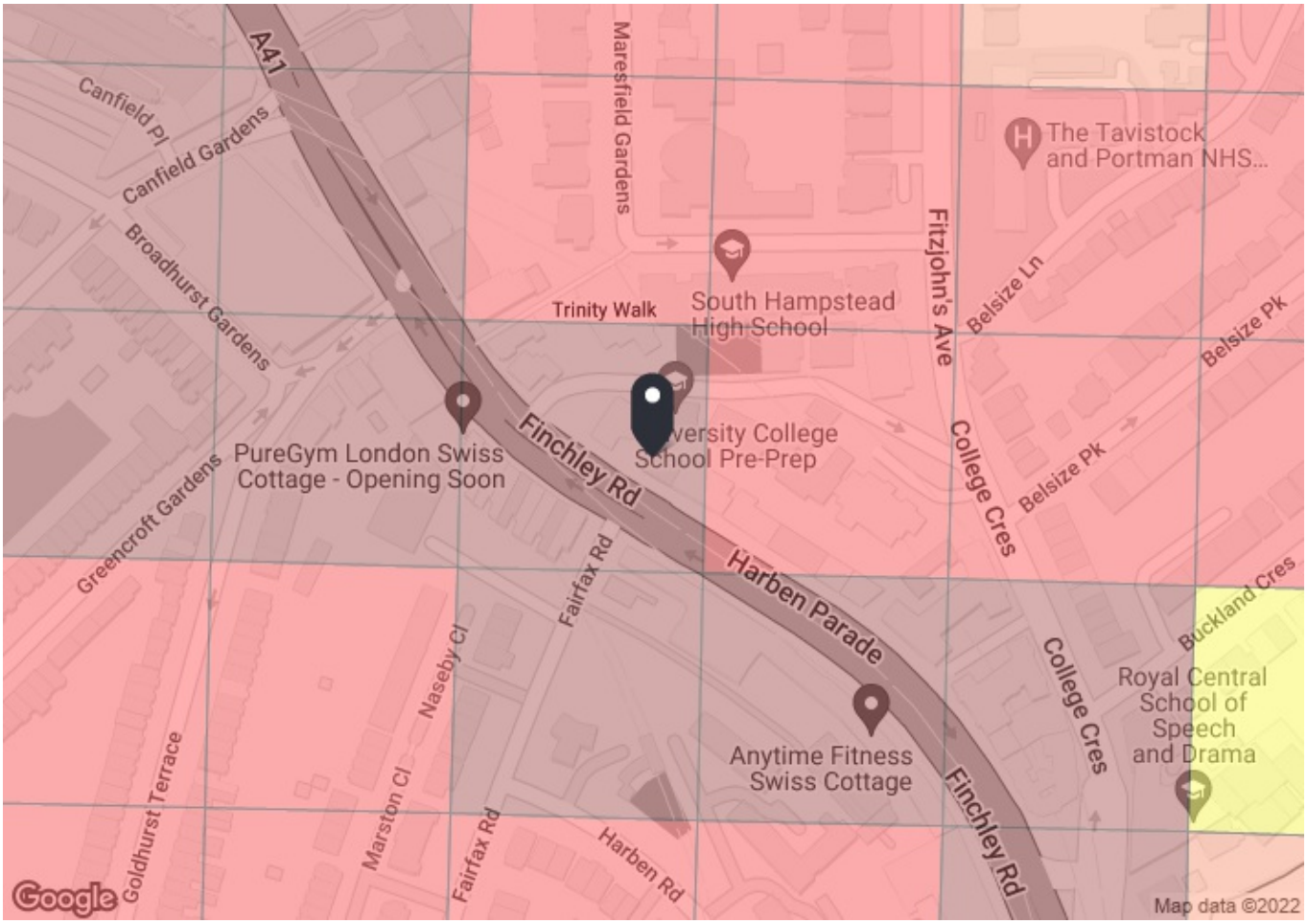
Upper Ground Floor Plan
Proposed

Drawn	Date	Scale @ A2	Alt. Ref.
REB	NOV' 2021	1:200	

tp bennett Project No.	Drawing Number	Rev
A12003	D 0100	P5

APPENDIX C
TfL PTAL Output File

TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
6b

NW3 5EY
Finchley Rd, South Hampstead, London NW3 5EY, UK
Easting: 526475, Northing: 184540

Grid Cell: 101434

Report generated: 18/05/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY RD STN S/B	C11	188.45	7.76	2.36	5.86	8.22	3.65	0.5	1.82
Bus	FINCHLEY RD STN S/B	113	188.45	7.24	2.36	6.14	8.5	3.53	0.5	1.77
Bus	FINCHLEY RD STN S/B	82	188.45	9.06	2.36	5.31	7.67	3.91	1	3.91
Bus	FINCHLEY RD STN S/B	13	188.45	8.28	2.36	5.62	7.98	3.76	0.5	1.88
Bus	FINCHLEY RD STN S/B	268	188.45	5.18	2.36	7.8	10.15	2.95	0.5	1.48
Bus	FINCHLEY RD STN S/B	187	188.45	5.69	2.36	7.27	9.63	3.12	0.5	1.56
Bus	FAIRFAX RD FINCHLEY RD	31	341	10.35	4.26	4.9	9.16	3.27	0.5	1.64
Bus	SWISS COTTAGE COLLEGE CR	46	341.32	6.21	4.27	6.83	11.1	2.7	0.5	1.35
Rail	Finchley Road & Frognal	'CLPHMJC-STFDNLL '	668.92	4	8.36	8.25	16.61	1.81	1	1.81
Rail	Finchley Road & Frognal	'STFDNLL-CLPHMJC '	668.92	4	8.36	8.25	16.61	1.81	0.5	0.9
Rail	Finchley Road & Frognal	'RICHNLL-STFDNLL '	668.92	4	8.36	8.25	16.61	1.81	0.5	0.9
Rail	Finchley Road & Frognal	'STFDNLL-RICHNLL '	668.92	4	8.36	8.25	16.61	1.81	0.5	0.9
LUL	Finchley Road	'WembleyPark-Stratfo '	226.55	7	2.83	5.04	7.87	3.81	0.5	1.91
LUL	Finchley Road	'Stratford-Willesden '	226.55	7.63	2.83	4.68	7.51	3.99	0.5	2
LUL	Finchley Road	'Stanmore-Stratford '	226.55	20.34	2.83	2.22	5.06	5.93	1	5.93
LUL	Finchley Road	'AMRSHM-ALDGT F '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'AMRSHM-ALDGT SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'ALDGT-AMRSHM S '	226.55	4	2.83	8.25	11.08	2.71	0.5	1.35
LUL	Finchley Road	'CHSHM-ALDGT F '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'ALDGT-CHSHM S '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'UXBRDG-ALDGT SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'ALDGT-UXBRDG S '	226.55	6	2.83	5.75	8.58	3.5	0.5	1.75
LUL	Finchley Road	'BKRST-UXBRDG S '	226.55	6	2.83	5.75	8.58	3.5	0.5	1.75
LUL	Finchley Road	'UXBRDG-BKRST SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'BKRST-CRXLY S '	226.55	4	2.83	8.25	11.08	2.71	0.5	1.35
LUL	Finchley Road	'WATFDJ-ALDGT S '	226.55	4	2.83	8.25	11.08	2.71	0.5	1.35
LUL	Finchley Road	'WATFDJ-BKRST SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'BKRST-WATFDJ S '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
Rail	South Hampstead	'WATFJDC-EUSTON '	737.78	3	9.22	10.75	19.97	1.5	0.5	0.75
Rail	South Hampstead	'EUSTON-WATFJDC '	737.78	3	9.22	10.75	19.97	1.5	0.5	0.75
									Total Grid Cell AI:	**45.29**

APPENDIX D
TRICS Assessment Data; Residential Servicing

Calculation Reference: AUDIT-711001-211004-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	3 days
	EG	EALING	1 days
	GR	GREENWICH	1 days
	HD	HILLINGDON	1 days
	SK	SOUTHWARK	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: No of Dwellings
Actual Range: 45 to 284 (units:)
Range Selected by User: 40 to 1751 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 27/05/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Neighbourhood Centre (PPS6 Local Centre)	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:

Development Zone	2
Residential Zone	2
Built-Up Zone	1
High Street	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	8 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	4 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	7 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 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	7 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:

3 Moderate	2 days
4 Good	2 days
5 Very Good	1 days
6a Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-M-04 BLOCKS OF FLATS BEXLEY
JUBILEE WAY
SIDCUP

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total No of Dwellings: 98
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BT-03-M-01 BLOCK OF FLATS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 284
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

3 BT-03-M-02 BLOCK OF FLATS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 232
Survey date: MONDAY *18/05/15* *Survey Type: MANUAL*

4 BT-03-M-03 BLOCKS OF FLATS BRENT
HIGH ROAD
NEASDEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 74
Survey date: THURSDAY *19/05/16* *Survey Type: MANUAL*

5 EG-03-M-05 BLOCKS OF FLATS & HOUSES EALING
BOLLO BRIDGE ROAD
ACTON
SOUTH ACTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 106
Survey date: WEDNESDAY *14/06/17* *Survey Type: MANUAL*

6 GR-03-M-01 BLOCKS OF FLATS GREENWICH
GREENWICH HIGH ROAD
GREENWICH

Town Centre
High Street
Total No of Dwellings: 226
Survey date: TUESDAY *25/11/14* *Survey Type: MANUAL*

7 HD-03-M-04 BLOCK OF FLATS HILLINGDON
UXBRIDGE ROAD
HAYES

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *08/06/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 SK-03-M-02 BLOCKS OF FLATS SOUTHWARK
WOOD'S ROAD
PECKHAM

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 122
Survey date: THURSDAY *22/11/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EG-03-M-06	No Servicing Data
GR-03-M-03	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	8	148	0.018	8	148	0.044	8	148	0.062
08:00 - 09:00	8	148	0.045	8	148	0.103	8	148	0.148
09:00 - 10:00	8	148	0.046	8	148	0.036	8	148	0.082
10:00 - 11:00	8	148	0.019	8	148	0.035	8	148	0.054
11:00 - 12:00	8	148	0.024	8	148	0.034	8	148	0.058
12:00 - 13:00	8	148	0.027	8	148	0.032	8	148	0.059
13:00 - 14:00	8	148	0.034	8	148	0.026	8	148	0.060
14:00 - 15:00	8	148	0.024	8	148	0.039	8	148	0.063
15:00 - 16:00	8	148	0.040	8	148	0.034	8	148	0.074
16:00 - 17:00	8	148	0.045	8	148	0.028	8	148	0.073
17:00 - 18:00	8	148	0.058	8	148	0.030	8	148	0.088
18:00 - 19:00	8	148	0.052	8	148	0.038	8	148	0.090
19:00 - 20:00	8	148	0.053	8	148	0.050	8	148	0.103
20:00 - 21:00	8	148	0.045	8	148	0.022	8	148	0.067
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.530			0.551			1.081

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:	45 - 284 (units:)
Survey date date range:	01/01/13 - 27/05/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	8	148	0.005	8	148	0.000	8	148	0.005
08:00 - 09:00	8	148	0.008	8	148	0.008	8	148	0.016
09:00 - 10:00	8	148	0.008	8	148	0.007	8	148	0.015
10:00 - 11:00	8	148	0.010	8	148	0.011	8	148	0.021
11:00 - 12:00	8	148	0.008	8	148	0.010	8	148	0.018
12:00 - 13:00	8	148	0.008	8	148	0.008	8	148	0.016
13:00 - 14:00	8	148	0.006	8	148	0.007	8	148	0.013
14:00 - 15:00	8	148	0.003	8	148	0.005	8	148	0.008
15:00 - 16:00	8	148	0.002	8	148	0.002	8	148	0.004
16:00 - 17:00	8	148	0.003	8	148	0.004	8	148	0.007
17:00 - 18:00	8	148	0.005	8	148	0.003	8	148	0.008
18:00 - 19:00	8	148	0.002	8	148	0.003	8	148	0.005
19:00 - 20:00	8	148	0.002	8	148	0.003	8	148	0.005
20:00 - 21:00	8	148	0.000	8	148	0.000	8	148	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.071			0.141

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.*

P2695: 104A FINCHLEY ROAD, LONDON

TRICS ASSESSMENT - SERVICING VEHICLES

03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING

SERVICING VEHICLES ONLY - RAW DATA IN COUNT AND % FORMAT

TRICS Site Code	SERVICING VEHICLES - TOTAL DAILY COUNTS & PERCENTAGES								
	Total	OGV		LGV		Car		Motorcycle	
	Count	Count	%	Count	%	Count	%	Count	%
BE-03-M-04	6	0	0%	4	67%	2	33%	0	0%
BT-03-M-01	22	0	0%	2	9%	20	91%	0	0%
BT-03-M-02	16	0	0%	16	100%	0	0%	0	0%
BT-03-M-03	18	2	11%	12	67%	4	22%	0	0%
EG-03-M-05	16	0	0%	14	88%	2	13%	0	0%
GR-03-M-01	28	14	50%	12	43%	2	7%	0	0%
HD-03-M-04	8	0	0%	8	100%	0	0%	0	0%
SK-03-M-01	30	4	13%	24	80%	2	7%	0	0%
SK-03-M-02	44	2	5%	40	91%	2	5%	0	0%
TOTAL	188	22	12%	132	70%	34	18%	0	0%