



Proposed Redevelopment of Welling FC
Park View Road Football Stadium and 1-3
Park View Road, Welling DA16 1SY

Delivery and Servicing Plan

For

Woolwich Road Limited

Document Control Sheet

Proposed Redevelopment of Welling FC

Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY

Woolwich Road Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
13/11/2023	1 st Draft	DM	DM



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Contents

1.0	Introduction	1
2.0	Local Context	3
3.0	Servicing Strategy	4
4.0	Frequency of Deliveries.....	6
5.0	Management and Communication Strategy	7
6.0	Measures	8
7.0	Summary.....	10

Figures

Figure 3.1:	Site Location Plan.....	3
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Appendices

A	Swept Path Analysis
B	TRICS Output - Residential
C	TRICS Output - Commercial

1.0 Introduction

- 1.1 This Delivery and Servicing Plan (DSP) has been prepared to accompany a planning application by Woolwich Road Limited for the redevelopment of Welling United Football Club, located at Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY (herein referred to as 'the site').
- 1.2 The site is located to the east of Welling town centre and benefits from close proximity to the A207, A221 and A2 as well as a number of bus stops and Welling railway station. The site falls within the administrative boundary of the London Borough of Bexley (LBB), who act as both the planning and highways authority.
- 1.3 The proposal seeks planning permission for the following mixed-use scheme consisting of:
- ▶ 104 New homes;
 - ▶ New sports facility for Welling United FC & Academy;
 - ▶ Multi Purpose 3G Pitch - FIFA Approved;
 - ▶ Approximately 4,000 Ground capacity - combination of seating and standing;
 - ▶ New hospitality areas (for hire) and classrooms for community use;
 - ▶ New club shop/ticket space;
 - ▶ New changing, physio and admin/ management areas;
 - ▶ 6x Blue Badge spaces on site, with a further 2x Blue Badge spaces on the highway;
 - ▶ Introduction of a Car Club with two spaces; and
 - ▶ Independent grade level commercial space.

Planning Policy

- 1.4 TfL stipulate within their guidance document 'Travel Planning for New Development in London', that freight activities associated with new development sites must be managed effectively. Therefore, measures need to be put in place to encourage efficiency in deliveries and thereby to contribute towards reducing congestion within London. One way of achieving this is through the preparation and implementation of DSPs.
- 1.5 Guidance on preparing DSPs is provided in the TfL document "*Delivery and Servicing Plans, Making freight work for you*" which has been referred to in preparing this document.

Objectives and Benefits

- 1.6 A DSP is a framework identifying the requirements to manage the transport impacts associated with the delivery of goods and the servicing of equipment generated by an organisation.
- 1.7 A DSP needs to be bespoke to both the organisation and the site it is developed for. It should aim to improve the efficiency of activities such as deliveries, collection, servicing trips and catering as appropriate to the organisation's activities.
- 1.8 A DSP can provide improvements to procurement practices, supplier management, environmental management procedures, facilities management and safe and legal loading arrangements.
- 1.9 Once in place a DSP will ensure:
- ▶ that goods and services can be delivered and waste removed, in a safe, efficient and environmentally-friendly way;

- ▶ identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- ▶ help cut congestion on London's roads and ease pressure on the environment; improve the reliability of deliveries to the site concerned;
- ▶ reduce the operating costs of building occupants and freight companies; and
- ▶ reduce the impact of freight activity on local residents.

1.10 A DSP is therefore capable of providing benefits not just to the site occupier, but also to the local community and freight operator.

2.0 Local Context

Site Details

- 2.1 The site is located to the east of Welling town centre, approximately 1.4km from Welling railway station. The surrounding area can be characterised as mainly residential in nature, with a number of local amenities within a short walk from the site. The location of the site is shown in Figure 2.1 below.

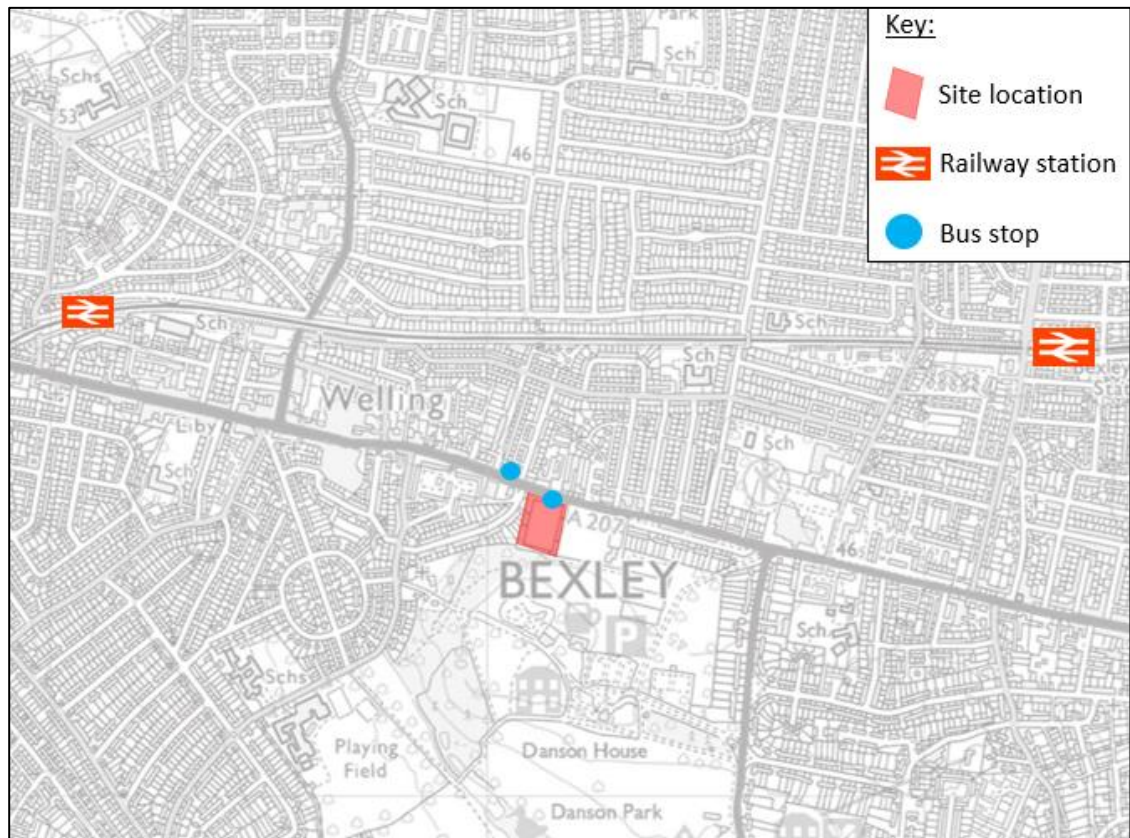


Figure 2.1: Site Location Plan

Existing Highway Network

- 2.2 Park View Road is a two-way single carriageway subject to 30 miles per hour speed limit. Park View Road connects west to Welling town centre and east to Bexleyheath.

3.0 Servicing Strategy

Proposed Arrangement

- 3.1 It is proposed that there will be a new servicing bay provided on Park View Road, adjacent to the frontage of the football stadium. This will enable servicing vehicles to stop temporarily while they unload and prevent conflict with other traffic.
- 3.2 A Traffic Management Order will be required to amend the existing road markings and ensure that the bay is utilised for short-stay use only. It is envisaged that the bay will operate as 'Loading Only' with a limit on the maximum duration of stay (potentially 30 minutes). This will aid in ensuring turnover of the space to maximise usage for both the residential flats and the football stadium.
- 3.3 The existing bus stop and shelter located on Park View Road adjacent to the football stadium will be retained in its existing location.
- 3.4 The drawing attached as **Appendix A** illustrates the proposed loading bay, alongside the retained bus stop. It also illustrates the revised location of an existing pedestrian refuge island.
- 3.5 Vehicle tracking of appropriate vehicles (HGVs and a bus) are included within **Appendix B**.
- 3.6 Comments have been raised in respect of access to the ability for a car transporter to continue servicing a car sales centre on the northern side of Park View Road. Currently this takes place east of the bus stop fronting the site. By retaining the bus stop in its current location, it is considered that the transporter can stop in its current location. There is sufficient space for all vehicles (including a bus) to pass around a transporter if stopped in the highway, and indeed this is an existing situation that the proposals would not alter.
- 3.7 Refuse storage will be provided on site to meet the needs of both the residential flats, as well as the commercial unit and club storage requirements. Figure 3.1 below illustrates six different bin storage locations at ground floor level.

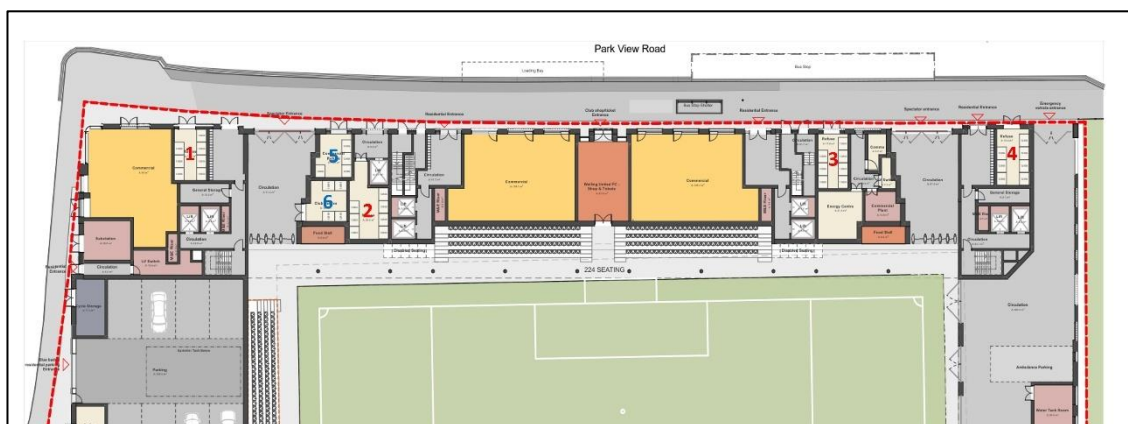


Figure 4.3 – Location of Bin Stores

Delivery Management Measures

- 3.8 To minimise the impact of deliveries, Welling FC would apply to the Freight Operator Recognition Scheme (FORS) operated by TfL. This is a free industry-led membership scheme providing a quality and performance benchmark for the freight industry and forms part of the wider London Freight Plan.

- 3.9 This membership will help co-ordinate deliveries within London to enable one delivery vehicle to serve other sites. In order to minimise the number of deliveries to each site, the frequency and size of each delivery is continuously monitored to improve efficiency.
- 3.10 All delivery vehicles will access the bay via Park View Road, with no access via Roseacre Avenue.
- 3.11 The loading bay will be shared between all users of the site. A delivery schedule will be jointly prepared by the individual site occupiers in order to ensure deliveries do not overlap and hence ensure only one delivery vehicle is present on-site at any given time.
- 3.12 In addition, to ensure the safety of all road users during delivery vehicle access and manoeuvring to / from the loading bay, a banksman will be present at all times. The banksman will oversee the delivery process and highlight any issues to the driver of the vehicle thereby ensuring that there is no threat to other road users, particularly pedestrians and cyclists walking past the site.

Use of Banksman

- 3.13 As detailed above, a banksman would be present to oversee all delivery / service vehicles using the on-street loading bay.
- 3.14 It is proposed that an appropriate number of employees at the site would undergo a professional banksman course, such as the RoSPA course. This will ensure that in the event of illness and holidays, there are a sufficient number of employees on site to act as banksman during delivery hours. It is envisaged that this would comprise at least 1 member of staff.
- 3.15 The process for receiving deliveries would be as follows:
- ▶ A phone call would be made to the site 10 minutes before the delivery vehicle arrives;
 - ▶ The phone call would be received at a central reception point at the Site;
 - ▶ A call would go out to the appropriate/nominated member of staff with banksman training who would make their way to the loading bay. The nominated member of staff would be coordinated with a rota to ensure there is always appropriate banksman cover; and
 - ▶ The qualified banksman would oversee all vehicle manoeuvring within the loading bay and ensure there are no obstructions on the highway.

4.0 Frequency of Deliveries

Residential Flats

- 4.1 The TRICS output attached as **Appendix C** sets out likely servicing activity associated with a residential flat. Table 4.1 below summarises the assumed daily trip rates and trips based on 104 residential flats.

	Daily Trips		
	Arrivals	Departures	Total
LGV Trip Rates	0.162	0.158	0.320
LGV Trips (104 flats)	17	17	34

Table 4.1 – LGV Trips (104 flats)

- 4.2 Table 4.1 indicates that 104 flats could generate 34 servicing trips a day (both arrivals and departures), consisting of 17 vehicles.

Commercial Operation/Welling FC

- 4.3 The proposals include a total of 204 sqm of commercial floorspace, which at this stage has no defined use. However it is likely to be used as café/restaurant use when considering the demand that would likely be generated by the football club. In addition to the above, the proposals include a club bar extending to 109 sqm in size.
- 4.4 To assess the above, the TRICS database has been interrogated for the 'FOOD & DRINK/C - PUB/RESTAURANT' category and applied to the total 313 sqm of floorspace. The output is attached as **Appendix D**. It is noteworthy that whilst there is a café use category in TRICS, there is a lack of data for Greater London sites. On this basis the pub/restaurant use has been applied to the total floorspace.
- 4.5 Table 4.1 below summarises the assumed daily trip rates and trips based on 313 sqm of floorspace.

	Daily Trips		
	Arrivals	Departures	Total
LGV Trip Rates	1.399	1.399	2.798
LGV Trips (313 sqm)	1	1	2
HGV Trip Rates	0.291	0.292	0.583
HGV Trips (313 sqm)	4	4	8

Table 4.2 – HGV/LGV Trips (313 sqm)

- 4.6 Table 4.2 indicates that commercial floorspace/club bar could generate 10 servicing trips a day (both arrivals and departures), consisting of one HGV and four LGVs. This would largely be food and drink deliveries at various time periods across a daily profile.

5.0 Management and Communication Strategy

Management and Communication

- 5.1 The DSP will be passed to the Site's management who will in turn communicate to the individual tenants / occupiers of their responsibilities and measures regarding the DSP when the tenancy contract is signed.

Monitoring

- 5.2 Monitoring of the DSP would be undertaken in order to determine how the DSP is performing and whether changes to the delivery and servicing regime would benefit users of the site.
- 5.3 A survey would be undertaken after occupation of the site and would capture all relevant vehicle activity over the course of a month which would ensure any irregular activities are recorded. Key information which the surveys would capture include:
- 5.4 Individual tenants / occupiers would be asked by the site's management to record details of the deliveries they receive. All the information collected during the survey period would be collated by the site's management.
- 5.5 In addition to the records on-site observation would be undertaken in order to:
- ▶ Observe loading activity first-hand; and
 - ▶ Understand from delivery drivers where they usually stop.
- 5.6 The data collected would form the benchmark against which an evaluation of the DSP will be undertaken.

Review

- 5.7 Once the necessary information has been collected, it would be analysed by the site's management to determine if there were particular trends in the data which could deliver more efficient deliveries and servicing.
- 5.8 The outcomes of the review would be communicated by the site's management to the individual tenants / occupiers of the Site.

6.0 Measures

- 6.1 This section sets out a number of measures that will form the responsibility of each tenant / occupier in order to encourage delivery and servicing cooperation between site users. The aim is to facilitate joint working so that freight activity associated with the site as a whole is effectively managed.

Timing of deliveries

- 6.2 It is proposed that deliveries would be restricted to taking place between the following times:

- ▶ 06:30-08:00;
- ▶ 09:00-17:00; and
- ▶ 18:00-20:30.

- 6.3 The above times will ensure that delivery vehicles are not manoeuvring into and out of the delivery bay during the times of day when the greatest volumes of pedestrian and cycle movements are expected.

- 6.4 During these periods a booking system will operate. Each delivery will be allocated a specific time to ensure multiple delivery vehicles do not attempt to access the site at the same time.

Reducing loading / unloading times

- 6.5 Site tenants will make reasonable efforts to ensure that staff are on hand to assist in loading / unloading in order to minimise the stationary time spent by service vehicles.

Using of Freight Operator Recognition Scheme (FORS) vehicles

- 6.6 FORS is a free membership scheme that helps van and lorry operators in London to become safer, more efficient and more environmentally friendly. Further information this can be found at the following web address;

www.fors-online.org.uk

- 6.7 Each occupant / tenant will be encouraged to ensure that the deliveries made to their office are done so using vehicles registered on this scheme.

Encouraging Site Wide Deliveries

- 6.8 Generic site wide deliveries such as office water refills, vending machine refills or stationary deliveries may be ordered by individual users. Each user will be requested to inform the site's management when they place an order for such a delivery. This will ensure that if other users also need such a delivery they can be undertaken at the same time. This will reduce operational costs for the occupants. Information on this will be detailed within the tenants' starter packs.

TfL's Freight Information Portal

- 6.9 TfL provides a freight information portal which provides numerous pieces of information for freight operators wishing to enter the capital. Details such as the following are available:

- ▶ Health and Safety Issues;
- ▶ Dangerous loads – which tunnels they are able to travel through;
- ▶ Driver training and safety;
- ▶ London Lorry Control Scheme;

- ▶ Abnormal Loads; and
- ▶ Various publications.

6.10 Suppliers will be reminded of the availability of this information by the site's management.

General Servicing Best Practice:

- ▶ Identify timings for deliveries in advance so both the driver and the store operatives are prepared for the arrival, ensuring that there will never be two or more HGVs attempting to service the site;
- ▶ Seek to ensure that delivery vehicles spend as little time as possible attempting to access the service
- ▶ Ensure all staff are briefed and trained and follow the company code of practice.

Operation of the Loading Bay:

- ▶ During out of hours servicing switch off any bells/alarms/speakers when the servicing area doors are open;
- ▶ Avoid where possible caging banging together or against servicing equipment;
- ▶ Switch off reversing alarm for out of hours deliveries; and
- ▶ Turn-off service vehicle engines when not manoeuvring to prevent idling.

6.11 The above list is not exhaustive and the DSP can be updated and added to as necessary, but the above provides an indication of the measures that would be put in place.

7.0 Summary

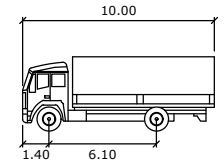
- 7.1 This Delivery and Servicing Plan (DSP) has been prepared to accompany a planning application by Woolwich Road Limited for the redevelopment of Welling United Football Club, located at Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY (herein referred to as 'the site').
- 7.2 The DSP has been prepared having regard to guidance provided by TfL in the document "*Delivery and Servicing Plans, Making freight work for you*".
- 7.3 The DSP sets out the approach to managing and communicating the DSP as well as how the DSP will be monitored and reviewed. Measures within this DSP will ensure that freight activity associated with the site is effectively managed in regard to the scale and nature of the proposed development site.
- 7.4 It is therefore concluded that the approach to managing servicing and deliveries set out in this document will ensure that deliveries are undertaken in relation to the site in the safest and most efficient way. This will in turn result in a number of wider benefits to the Local Authority, local community and operators as well as the freight operators themselves.

Appendix A

Loading Bay Location

Appendix B

Swept Path Analysis



LRIGID

Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.0
Steering Angle	: 37.6



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Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
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T: 01483 531 300 T: 020 8065 5208

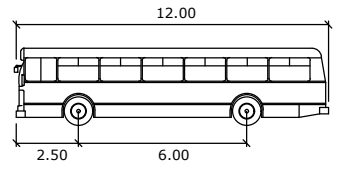
www.motion.co.uk

Project:
Welling United Football Club, Welling

Title:
**Swept Path Analysis
10m Rigid**

Scale: 1:500 (@ A3)

Drawing: **2208030-TK10** Revision: -



Rigid Public Service Veh.
meters
Width : 2.55
Track : 2.55
Lock to Lock Time : 6.0
Steering Angle : 39.3



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Surrey
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Golden Cross House
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London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project:
Welling United Football Club, Welling

Title:
Swept Path Analysis
Bus

Scale: 1:500 (@ A3)

Drawing: 2208030-TK01
Revision: E



C:\Users\williammcaney\Motion\StaffSite - Wface 2208030\Drawings\2208030- SK02F, SK04B, TK01E.dwg

Appendix C

TRICS Output - Residential

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	HO HOUNSLOW	1 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	SK SOUTHWARK	2 days
	WF WALTHAM FOREST	4 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: 6 to 185 (units:)
 Range Selected by User: 6 to 493 (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: 01/01/14 to 30/06/21

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	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	12 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	12
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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	7
Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

C3 12 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:

25,001 to 50,000	6 days
50,001 to 100,000	3 days
100,001 or More	3 days

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

Population within 5 miles:

500,001 or More 12 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	4 days
0.6 to 1.0	7 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	3 days
No	9 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:

2 Poor	2 days
3 Moderate	1 days
4 Good	3 days
5 Very Good	2 days
6a Excellent	2 days
6b (High) Excellent	2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>19/09/18</i>	<i>Survey Type: MANUAL</i>
2	HO-03-C-03 COMMERCE ROAD BRENTFORD	BLOCKS OF FLATS		HOUNSLOW
	Edge of Town Centre Development Zone Total No of Dwellings:		150	
	<i>Survey date: FRIDAY</i>		<i>18/11/16</i>	<i>Survey Type: MANUAL</i>
3	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	<i>Survey date: WEDNESDAY</i>		<i>29/06/16</i>	<i>Survey Type: MANUAL</i>
4	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	<i>Survey date: MONDAY</i>		<i>27/06/16</i>	<i>Survey Type: MANUAL</i>
5	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		185	
	<i>Survey date: THURSDAY</i>		<i>06/06/19</i>	<i>Survey Type: MANUAL</i>
6	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
7	SK-03-C-01 PARK STREET SOUTHWARK	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		53	
	<i>Survey date: FRIDAY</i>		<i>19/09/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	<i>Survey date: THURSDAY</i>		<i>23/04/15</i>	<i>Survey Type: MANUAL</i>
9	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	<i>Survey date: TUESDAY</i>		<i>05/11/19</i>	<i>Survey Type: MANUAL</i>
10	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		28	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
11	WF-03-C-04 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		42	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
12	WF-03-C-05 NEW WANSTEAD WANSTEAD	BLOCK OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	12	60	0.001	12	60	0.006	12	60	0.007
08:00 - 09:00	12	60	0.007	12	60	0.004	12	60	0.011
09:00 - 10:00	12	60	0.010	12	60	0.008	12	60	0.018
10:00 - 11:00	12	60	0.022	12	60	0.018	12	60	0.040
11:00 - 12:00	12	60	0.017	12	60	0.014	12	60	0.031
12:00 - 13:00	12	60	0.022	12	60	0.022	12	60	0.044
13:00 - 14:00	12	60	0.022	12	60	0.025	12	60	0.047
14:00 - 15:00	12	60	0.007	12	60	0.011	12	60	0.018
15:00 - 16:00	12	60	0.011	12	60	0.014	12	60	0.025
16:00 - 17:00	12	60	0.018	12	60	0.015	12	60	0.033
17:00 - 18:00	12	60	0.013	12	60	0.007	12	60	0.020
18:00 - 19:00	12	60	0.007	12	60	0.006	12	60	0.013
19:00 - 20:00	11	60	0.005	11	60	0.008	11	60	0.013
20:00 - 21:00	11	60	0.000	11	60	0.000	11	60	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.162			0.158			0.320

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.*

Appendix D

TRICS Output – Pub/Restaurant Use

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-231128-1131

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
OGVS

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	EN ENFIELD	1 days
	HD HILLINGDON	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: 770 to 850 (units: sqm)
 Range Selected by User: 220 to 1123 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 16/09/22

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

Selected survey days:

Tuesday 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 undertaken using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 2
 Village 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	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	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
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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
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-06-C-01 CROOK LOG BEXLEYHEATH	TOBY CARVERY		BEXLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		774 sqm	
	<i>Survey date: THURSDAY</i>		<i>15/09/22</i>	<i>Survey Type: MANUAL</i>
2	EN-06-C-01 CATTLEGATE ROAD ENFIELD	PUB/RESTAURANT		ENFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Gross floor area:		770 sqm	
	<i>Survey date: TUESDAY</i>		<i>17/11/15</i>	<i>Survey Type: MANUAL</i>
3	HD-06-C-01 BURY STREET RUISLIP	HARVESTER		HILLINGDON
	Edge of Town Residential Zone			
	Total Gross floor area:		850 sqm	
	<i>Survey date: THURSDAY</i>		<i>25/06/15</i>	<i>Survey Type: MANUAL</i>

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	812	0.123	2	812	0.062	2	812	0.185
08:00 - 09:00	2	812	0.000	2	812	0.062	2	812	0.062
09:00 - 10:00	2	812	0.000	2	812	0.000	2	812	0.000
10:00 - 11:00	3	798	0.000	3	798	0.000	3	798	0.000
11:00 - 12:00	3	798	0.084	3	798	0.084	3	798	0.168
12:00 - 13:00	3	798	0.000	3	798	0.000	3	798	0.000
13:00 - 14:00	3	798	0.000	3	798	0.000	3	798	0.000
14:00 - 15:00	3	798	0.042	3	798	0.042	3	798	0.084
15:00 - 16:00	3	798	0.000	3	798	0.000	3	798	0.000
16:00 - 17:00	3	798	0.000	3	798	0.000	3	798	0.000
17:00 - 18:00	3	798	0.000	3	798	0.000	3	798	0.000
18:00 - 19:00	3	798	0.042	3	798	0.042	3	798	0.084
19:00 - 20:00	3	798	0.000	3	798	0.000	3	798	0.000
20:00 - 21:00	3	798	0.000	3	798	0.000	3	798	0.000
21:00 - 22:00	3	798	0.000	3	798	0.000	3	798	0.000
22:00 - 23:00	3	798	0.000	3	798	0.000	3	798	0.000
23:00 - 24:00	2	810	0.000	2	810	0.000	2	810	0.000
Total Rates:			0.291			0.292			0.583

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	812	0.062	2	812	0.000	2	812	0.062
08:00 - 09:00	2	812	0.062	2	812	0.062	2	812	0.124
09:00 - 10:00	2	812	0.000	2	812	0.062	2	812	0.062
10:00 - 11:00	3	798	0.209	3	798	0.125	3	798	0.334
11:00 - 12:00	3	798	0.084	3	798	0.167	3	798	0.251
12:00 - 13:00	3	798	0.125	3	798	0.084	3	798	0.209
13:00 - 14:00	3	798	0.084	3	798	0.084	3	798	0.168
14:00 - 15:00	3	798	0.125	3	798	0.042	3	798	0.167
15:00 - 16:00	3	798	0.042	3	798	0.042	3	798	0.084
16:00 - 17:00	3	798	0.084	3	798	0.125	3	798	0.209
17:00 - 18:00	3	798	0.209	3	798	0.125	3	798	0.334
18:00 - 19:00	3	798	0.042	3	798	0.125	3	798	0.167
19:00 - 20:00	3	798	0.084	3	798	0.084	3	798	0.168
20:00 - 21:00	3	798	0.125	3	798	0.084	3	798	0.209
21:00 - 22:00	3	798	0.000	3	798	0.084	3	798	0.084
22:00 - 23:00	3	798	0.000	3	798	0.042	3	798	0.042
23:00 - 24:00	2	810	0.062	2	810	0.062	2	810	0.124
Total Rates:			1.399			1.399			2.798

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.

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