## Cricklewood PropCo Limited

400 Edgware Road

Barnet, London

Delivery and Servicing Manageme

REPORTREF.
2303910-R 05

March 2024

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| 400 E dgware Road | 2303910-R 05 |
| :--- | ---: |
| Delivery and Servicing Management Plan | March 2024 |

Delivery and Servicing Management Plan

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## Document Control Sheet

| REV | ISSUE | AUTHOR | CHECKED | APPROVED | DATE |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PURPOSE | SG | BS | DRAFT | 06/03/2024 |  |
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## Distribution

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## 1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Cricklewood PropCo Limited to advise on transport aspects of the proposed redevelopment of 400 Edgware Road, in Cricklewood.
1.2. This Delivery and Servicing Management Plan (DSMP) is prepared for submission to London Borough Barnet (LBB), the planning authority and highway authority.
1.3. A Transport Assessment and Travel Plan have been prepared by ACE, which will also be submitted as part of the subsequent planning application.

## Benefits of a DSMP

1.4. The DSMP provides a framework to manage all delivery and servicing movements to and from the site, including refuse collection. The benefits of an effective DSMP include minimising environmental impact and the safeguarding of highway users.
1.5. A summary of the benefits of a DSMP are outlined in Table 1.1.

| Save time and money | - Benefit from lower operating costs if deliveries are consolidated into larger, less frequent deliveries free up time staff spend receiving goods and completing activities such as invoice processing. <br> - Supply chain economies of scale |
| :---: | :---: |
| Im prove safety | - Fewer deliveries -fewer accidents <br> - Compliance with health and safety legislation |
| Im prove reliability | - Ensures the supply chain continues to operate effectively during large planned events or other foreseeable disruption |
| Reduce <br> en vironm ental <br> im pact | - Reduced emissions at site <br> - Contribute to social responsibility objectives <br> - Create a more pleasant environment |
| Supplier and freight operat or benefits | - Fuel savings from reduced mileage <br> - Increased certainty over delivery times <br> - Reduced risk of collisions due to fewer journeys and less likely to unload in an unsafe location <br> - Less risk of having to park illegally and attracting penalty charge notices <br> - Reduced environmental impact |

Table 1.1: Benefits of DSMP
1.6. Implementation of a DSMP can assist in reduction operation costs and help minimise vehicle activity at a site, as well as having wider area benefits associated with more efficient deliveries in terms of emissions on the wider road network.
1.7. This DSMP has been produced in accordance with appropriate policy/guidance, including:

1. London Plan Policy T4: Assessing and mitigating transport impacts

The London Plan requires that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, networkwide and strategic level, are fully assessed.

Delivery and servicing plans will be required having regard to Transport for London Guidance.
2. TFL's Freight \& Servicing Action Plan

The policy seeks to facilitate sustainable freight movement by rail, waterways and road; and reduce freight trips and reduce road danger, noise and emissions from freight through the use of safer vehicles, sustainable last mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Specifically, "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."
3. TfL’s Kerbside Loading Guidance: Freight Unit technical advice note FU5/ 08

This document provides information on kerbside loading facilities on London's road network, addressing relevant freight and delivery issues, to aid decision making and to influence everyone involved with the streetscape.

## Scope of Report

1.8. This DSMP sets out the anticipated site operation, considering management measures required to minimise the impact of delivery and servicing arrangements associated with the site.
1.9. The remainder of this report is structured as follows:

- Section 2 provides a description of the proposed redevelopment scheme and surroundings;
- Section 3 considers the anticipated delivery and servicing trips;
- Section 4 outlines potential delivery and servicing management measures; and
- Section 5 provides a summary and conclusions.


## 2. Proposed Redevelopment

2.1. This section outlines the nature of the area surrounding the development, and describes the proposed redevelopment.

## Site Location

2.2. The site is located on Edgware Road, in Barnet. Plate 2.1 shows the site location.


Plate 2.1-S ite Location
2.3. The surrounding area is a mix of commercial and industrial developments, with some local shops, cafes and restaurants, and residential areas.
2.4. The site has recently been subject to two planning applications, both of which have been approved. 23/3727/F UL
2.5. Application 23/3727/FUL, approved 23/10/2023, is for:

The replacement of existing cladding and façade alterations. Reconfiguration of parking layout and one of the access ramps. Introduction of a trolley bay and a new access gate.
2.6. Plate 2.2 shows the approved site layout.


P late 2.2 - Approved Application 23/3727/F UL Layout
2.7. Subsequent Non-material amendment application $23 / 5332 / \mathrm{NMA}$ was approved 23/12/2023.

## 23/4793/F UL

2.8. Application $23 / 4793 / F U L$, approved 09/01/2024, is for:
"Change of use from part education (Use Class F1(a)) and part storage and distribution (Use Class B8) to part light industrial workspace / incubator units (Use Class E(g)(iii)) and the retention of part storage and distribution use (Use Class B8). Reconfiguration
of parking layout and one of the access ramps. Introduction of a trolley bay and a new access gate."
2.9. This application, supported by a Transport Statement (Ardent document reference 2303910-R08), demonstrates the proposals result in an overall reduction in trip generation associated with the site, across all transport modes.
2.10. The existing building lawful use is for 4,153 sqm B8 Self Storage, and 362sqm Class E(g)(iii) Fab Labs, Totalling 4,515sqm.

## Development

2.11. The redevelopment of the site seeks to provide an extension to the existing B8 self storage warehousing element of the site, comprising of a $2,143 \mathrm{sqm}$ GIA extension. However, a maximum of 5,872 sqm GIA can be accommodated within the warehouse building through the use of demountable mezzanine floors. This extension will provide a total of $10,025 \mathrm{sqm}$ of B8 Self-S torage floor space. The 362 sqm , of Class $E(\mathrm{~g})(\mathrm{iii})$ Fab Labs are retained.
2.12. Appendix A shows the site layout.
2.13. In accordance with Section 55(2)(a) of the Town and Country Planning Act 1990, planning permission is not required for the carrying out of maintenance, improvement or other alteration to a building where works affect only the interior of the building and do not materially affect the external appearance of the building; this includes mezzanine floors for non-retail use. As such, additional floors can be installed at a later date through the use of demountable mezzanines, without requiring planning permission.
2.14. Therefore, this report assesses the maximum level of floorspace that can be accommodated within the building. Combined with the consented 6,146 sqm $B 8$ S elfStorage warehousing element, this equates to a total of $10,025 \mathrm{sqm}$ of $B 8$ SelfStorage on the site. To be robust, this assessment considers the inclusion of the consented 362sqm of Fab Lab, use class E (g)(iii).
2.15. Provision of 27 parking vehicular parking spaces is proposed on site, inclusive of three accessible spaces, and one light goods vehicle parking space.

## Site Access

2.16. The site will continue to benefit from two access points onto Roman Road, to the south east of the site. A separate pedestrian access is provided onto Edgware Road.

## 3. Delivery and Servicing Arrangements

3.1. This section outlines the delivery and servicing arrangements of the redevelopment.

## De liveries

3.2. The largest vehicle anticipated to require regular access to the site is a 7.5 T panel van. ACE Drawing 2303910-D05 shows swept path analysis of this vehicle routing around the site.

## Refuse Collection

3.3. Refuse collection is provided to be undertaken on site from the car park area. Collections will be undertaken by a private contractor who will move bins from the bin store on collection days. There will be a low volume of waste associated with self-storage element of the site (refuse will only be generated by the front of house floor areas as customers will be required to take their waste with them) and therefore this arrangement is considered appropriate.
3.4. ACE Drawing-2303910-D05 demonstrates the swept path of a refuse vehicle manoeuvring on site.
3.5. The refuse collection will occur outs ide of peak times of operation to minimise conflict with any other vehicles.

## Servicing vehicle Trip Attraction

3.6. The number of delivery movements associated with the site is anticipated to be low, and so the servicing demand of the site is expected to have a negligible impact on the local highway network. This section provides a robust assessment, showing the proposed site as a whole, with 10,025 sqm of B 8 Self S torage and 362 sqm of Class E(g)(iii) FabLab.

## B8 Self Storage

3.7. Trip generation information is utilised from a comparable self-storage site recently granted permission in LBH (ref: P/2021/4405), the details of which as discussed in detail in Section 6.0 of the TA ACE Reference 2303910 -R 03 and summarised in Table 3.1, below. As a robust assessment, every LGV and OGV predicted to access the site has been assumed to be a servicing vehicle. Table 3.1 shows the appropriate
trip rates, and calculated trip generation for the total proposed 10,025 sqm of B8 Self Storage warehousing. The proposals are for an extension of up to 5,872 sqm of B8 Self S torage floor space. The below assessment considers the total B8 element of the site of $10,025 \mathrm{sqm}$ to be robust.
3.8. Whilst servicing and delivery vehicles will be encouraged to avoid the peak hours, the potential number of servicing vehicles has been shown to demonstrate the potential low volume associated with the site.

Table 3.1: B8 Self Storage Servicing Vehicle Trips

| Trip Rate <br> (per 100sq.m) |  | Trips <br> (10,025 sq.m) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Arr | Dep | Tot | Arr | Dep | Tot |
|  | 0.191 | 0.191 | 0.382 | 19 | 19 | 38 |
| Note -any errors due to rounding |  |  |  |  |  |  |

Note -any errors due to rounding
3.9. Table 3.1 shows that 19 'servicing' vehicles are predicted to access the site daily which will have a negligible impact on the local highway network. This equates to less than two vehicles every hour, assuming a 12 hour operational day.
3.10. The servicing trips are not additional trips to the network, rather trips already accounted for in the Transport Assessment.
3.11. This assessment is overly robust, as every LGV and OGV recorded has been assumed to be a servicing trip whereas in reality the number is considerably less.

FabLab Class E(g) (iii)
3.12. In order to quantify servicing movements associated with the Fablab element of the development, 'LGV' trip rates based on B1 land uses have been derived from the TRICs database. The surveys associated with the B1 land use did not record any HGV movements. The below rate is considered a robust assessment for servicing trips.
3.13. Table 3.2 shows the 'worst case' LGV trip attraction of the full occupation of the ground floor for commercial uses. The TRICS output is provided at Appendix $\mathbf{B}$.

Table 3.2 -Proposed Commercial Servicing Trips

| Period | Trip Rate (Per 100sqm) |  |  | Trip Attraction (362 sqm) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Ar r. | Dep. | Total | Arr. | Dep. | Total |
| AM Peak (0800-0900) | 0.022 | 0.022 | 0.044 | 0 | 0 | 0 |
| PM Peak (1700-1800) | 0.022 | 0.044 | 0.066 | 0 | 0 | 0 |
| Daily (0700-1900) | 0.220 | 0.220 | 0.440 | 1 | 1 | 2 |

Note -Errors are due to rounding
3.14. Table 3.2 shows the proposed FabLab space is not forecast to generate any servicing movements in either peak hour. The fab lab will generate one servicing vehicle daily.

## Routing

3.15. This section outlines a potential route for vehicles. This section does not identify the sole access route for servicing and delivery vehicles to the site. The surrounding area is commercial and residential nature, which is designed to accommodate a high proportion of delivery and servicing vehicles.
3.16. Vehicles accessing from the strategic road network would route from the A4 Great West Road. Vehicles would access and egress using the separate existing entry and exit points.
3.17. The route outlined above is appropriate for all anticipated vehicles associated with the development site.

## 4. Delivery and Servicing Management Measures

4.1. The objectives of the DSMP are to detail the anticipated operation of the site to allow deliveries to be well managed and to help reduce the negative impacts of delivery and servicing activities.
4.2. To minimise the potential impact of servicing vehicles on the local highway network the following measures are being undertaken. This will require staff to coordinate with delivery companies when placing goods orders and when setting up regular supplies (such as office stationery for example) to ensure they are aware of the best practice measures that should be adopted when serving the site.
4.3. To reduce the impact of delivery trips and improve the efficiency of freight movement, delivery companies that are committed to following best practice such as the Freight Operator Recognition Scheme (FORS) will be selected where possible.
4.4. Suppliers will be encouraged to use low or no emission vehicles/modes where possible such as when making smaller deliveries e.g. by motorcycle, bicycle or onfoot. It is envisaged that goods and services will be locally sourced where possible to help maintain the sustainable nature of the development and reduce the distances of deliveries.
4.5. Where possible, deliveries will be limited to outside of the traditional peak hours (7:30am to 09:30am, and 4:30pm to $6: 30 \mathrm{pm}$ ), and the site operational peaks to minimise the impact on the surrounding area.
4.6. Should it be necessary for large vehicles to serve the site, these will be arranged to arrive within 'daytime' hours (10am to 4 pm ) in order to reduce the noise impact on the site and the surrounding areas.
4.7. The above measures will help improve operations at the site by managing and efficiently accommodating the required deliveries and servicing trips, thereby minimising the impact of the site operation on the surrounding highway network.

## 5. Summary and Conclusion

5.1. This DSMP has been prepared to set out the anticipated site operation and consider management measures required to minimise the impact of delivery and servicing arrangements associated with the proposed development.
5.2. This report provides the framework for managing delivery and servicing movements at the site and seeking best practice arrangements to minimise potential conflict. The objectives of the DSMP are to allow deliveries to be better managed and to help reduce the negative impacts of delivery-related and servicing activities.
5.3. The details reviewed within this document demonstrate that the operation of refuse collections and deliveries in servicing the site shall have no detrimental impact on existing users of local streets.
5.4. Vehicle routing has been considered and likely approach to the site for vehicles serving the site have been identified.

DRAWINGS


## APPENDIX A



## APPENDIX B

## TRIP RATE CALCULATI ON SELECTI ON PARAMETERS:

Land Use : 02-EMPLOYMENT

Category : A - OFFICE

## MULTI-MODAL TOTAL VEHI CLES

## Selected regions and areas:

## 01 GREATER LONDON

| BT | BRENT | 1 days |
| :--- | :--- | :--- |
| HM | HAMMERSMITH AND FULHAM | 1 days |
| LB | LAMBETH | 1 days |
| TH | TOWER HAMLETS | 1 days |

This section displays the number of survey days per TRICS ${ }^{\circledR}$ 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: | 860 to 3549 (units: sqm) |  |
| Range Selected by User: | 408 to 4000 (units: sqm) |  |
| Parking Spaces Range: | All Surveys Included |  |
| Public Transport Provision: |  | Include all surveys |

## Date Range: $\quad 01 / 01 / 15$ to $11 / 11 / 21$

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 | 2 days |

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

| Selected survey types: |  |
| :--- | :--- |
| Manual count | 4 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 2

Suburban Area (PPS6 Out of Centre) 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:
Development Zone 1
Built-Up Zone 1
High Street 2
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:
$\begin{array}{ll}\text { Servicing vehicles Included } & 5 \text { days - Selected } \\ \text { Servicing vehicles Excluded } & 1 \text { days - Selected }\end{array}$

## Secondary Filtering selection:

Use Class:
Not Known 4 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 $®$.

Filter by Site Operations Breakdown:
All Surveys Included
Population within 500 m Range:
All Surveys Included
Population within 1 mile:
50,001 to $100,000 \quad 3$ days

100,001 or More
1 days
This data displays the number of selected surveys within stated 1-mile radii of population.
Population within 5 miles:
500,001 or More 4 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 | 3 days |

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

| Travel Plan: |  |
| :--- | :--- |
| Yes | 2 days |
| No | 2 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:

| 6a Excellent | 2 days |
| :--- | :--- |
| 6 b (High) Excellent | 2 days |

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

LIST OF SITES relevant to selection parameters


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 |  |
| :---: | :--- |
| BN-02-A-01 | on-site parking |
| KN-02-A-01 | on-site parking |

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: $\mathbf{1 0 0} \mathbf{~ s q m}$
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 25.34

|  | ARRIVALS |  |  | DEPARTURES |  |  | TOTALS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00-01:00 |  |  |  |  |  |  |  |  |  |
| 01:00-02:00 |  |  |  |  |  |  |  |  |  |
| 02:00-03:00 |  |  |  |  |  |  |  |  |  |
| 03:00-04:00 |  |  |  |  |  |  |  |  |  |
| 04:00-05:00 |  |  |  |  |  |  |  |  |  |
| 05:00-06:00 |  |  |  |  |  |  |  |  |  |
| 06:00-07:00 |  |  |  |  |  |  |  |  |  |
| 07:00-08:00 | 4 | 2278 | 0.011 | 4 | 2278 | 0.000 | 4 | 2278 | 0.011 |
| 08:00-09:00 | 4 | 2278 | 0.077 | 4 | 2278 | 0.044 | 4 | 2278 | 0.121 |
| 09:00-10:00 | 4 | 2278 | 0.055 | 4 | 2278 | 0.011 | 4 | 2278 | 0.066 |
| 10:00-11:00 | 4 | 2278 | 0.044 | 4 | 2278 | 0.044 | 4 | 2278 | 0.088 |
| 11:00-12:00 | 4 | 2278 | 0.066 | 4 | 2278 | 0.033 | 4 | 2278 | 0.099 |
| 12:00-13:00 | 4 | 2278 | 0.099 | 4 | 2278 | 0.099 | 4 | 2278 | 0.198 |
| 13:00-14:00 | 4 | 2278 | 0.033 | 4 | 2278 | 0.033 | 4 | 2278 | 0.066 |
| 14:00-15:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.055 | 4 | 2278 | 0.077 |
| 15:00-16:00 | 4 | 2278 | 0.011 | 4 | 2278 | 0.022 | 4 | 2278 | 0.033 |
| 16:00-17:00 | 4 | 2278 | 0.055 | 4 | 2278 | 0.033 | 4 | 2278 | 0.088 |
| 17:00-18:00 | 4 | 2278 | 0.033 | 4 | 2278 | 0.088 | 4 | 2278 | 0.121 |
| 18:00-19:00 | 4 | 2278 | 0.000 | 4 | 2278 | 0.022 | 4 | 2278 | 0.022 |
| 19:00-20:00 |  |  |  |  |  |  |  |  |  |
| 20:00-21:00 |  |  |  |  |  |  |  |  |  |
| 21:00-22:00 |  |  |  |  |  |  |  |  |  |
| 22:00-23:00 |  |  |  |  |  |  |  |  |  |
| 23:00-24:00 |  |  |  |  |  |  |  |  |  |
| Total Rates: |  |  | 0.506 |  |  | 0.484 |  |  | 0.990 |

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.

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## Parameter summary

Trip rate parameter range selected:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

860-3549 (units: sqm)
01/01/15-11/11/21
4
0
0
0
2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI - MODAL CYCLI STS
Calculation factor: $\mathbf{1 0 0} \mathbf{~ s q m}$
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 | 4 | 2278 | 0.011 | 4 | 2278 | 0.000 | 4 | 2278 | 0.011 |
| 08:00-09:00 | 4 | 2278 | 0.077 | 4 | 2278 | 0.000 | 4 | 2278 | 0.077 |
| 09:00-10:00 | 4 | 2278 | 0.143 | 4 | 2278 | 0.011 | 4 | 2278 | 0.154 |
| 10:00-11:00 | 4 | 2278 | 0.033 | 4 | 2278 | 0.000 | 4 | 2278 | 0.033 |
| 11:00-12:00 | 4 | 2278 | 0.055 | 4 | 2278 | 0.022 | 4 | 2278 | 0.077 |
| 12:00-13:00 | 4 | 2278 | 0.044 | 4 | 2278 | 0.044 | 4 | 2278 | 0.088 |
| 13:00-14:00 | 4 | 2278 | 0.033 | 4 | 2278 | 0.000 | 4 | 2278 | 0.033 |
| 14:00-15:00 | 4 | 2278 | 0.000 | 4 | 2278 | 0.000 | 4 | 2278 | 0.000 |
| 15:00-16:00 | 4 | 2278 | 0.033 | 4 | 2278 | 0.055 | 4 | 2278 | 0.088 |
| 16:00-17:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.033 | 4 | 2278 | 0.055 |
| 17:00-18:00 | 4 | 2278 | 0.000 | 4 | 2278 | 0.132 | 4 | 2278 | 0.132 |
| 18:00-19:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.165 | 4 | 2278 | 0.187 |
| 19:00-20:00 |  |  |  |  |  |  |  |  |  |
| 20:00-21:00 |  |  |  |  |  |  |  |  |  |
| 21:00-22:00 |  |  |  |  |  |  |  |  |  |
| 22:00-23:00 |  |  |  |  |  |  |  |  |  |
| 23:00-24:00 |  |  |  |  |  |  |  |  |  |
| Total Rates: |  |  | 0.473 |  |  | 0.462 |  |  | 0.935 |

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: $\mathbf{1 0 0} \mathbf{~ s q m}$
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 | 4 | 2278 | 0.351 | 4 | 2278 | 0.033 | 4 | 2278 | 0.384 |
| 08:00-09:00 | 4 | 2278 | 0.417 | 4 | 2278 | 0.121 | 4 | 2278 | 0.538 |
| 09:00-10:00 | 4 | 2278 | 0.329 | 4 | 2278 | 0.099 | 4 | 2278 | 0.428 |
| 10:00-11:00 | 4 | 2278 | 0.307 | 4 | 2278 | 0.329 | 4 | 2278 | 0.636 |
| 11:00-12:00 | 4 | 2278 | 0.384 | 4 | 2278 | 0.439 | 4 | 2278 | 0.823 |
| 12:00-13:00 | 4 | 2278 | 0.746 | 4 | 2278 | 0.955 | 4 | 2278 | 1.701 |
| 13:00-14:00 | 4 | 2278 | 1.218 | 4 | 2278 | 1.021 | 4 | 2278 | 2.239 |
| 14:00-15:00 | 4 | 2278 | 0.483 | 4 | 2278 | 0.417 | 4 | 2278 | 0.900 |
| 15:00-16:00 | 4 | 2278 | 0.450 | 4 | 2278 | 0.505 | 4 | 2278 | 0.955 |
| 16:00-17:00 | 4 | 2278 | 0.241 | 4 | 2278 | 0.626 | 4 | 2278 | 0.867 |
| 17:00-18:00 | 4 | 2278 | 0.165 | 4 | 2278 | 0.494 | 4 | 2278 | 0.659 |
| 18:00-19:00 | 4 | 2278 | 0.044 | 4 | 2278 | 0.263 | 4 | 2278 | 0.307 |
| 19:00-20:00 |  |  |  |  |  |  |  |  |  |
| 20:00-21:00 |  |  |  |  |  |  |  |  |  |
| 21:00-22:00 |  |  |  |  |  |  |  |  |  |
| 22:00-23:00 |  |  |  |  |  |  |  |  |  |
| 23:00-24:00 |  |  |  |  |  |  |  |  |  |
| Total Rates: |  |  | 5.135 |  |  | 5.302 |  |  | 10.437 |

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: $\mathbf{1 0 0} \mathbf{~ s q m}$
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 | 4 | 2278 | 0.494 | 4 | 2278 | 0.033 | 4 | 2278 | 0.527 |
| 08:00-09:00 | 4 | 2278 | 1.558 | 4 | 2278 | 0.077 | 4 | 2278 | 1.635 |
| 09:00-10:00 | 4 | 2278 | 1.185 | 4 | 2278 | 0.198 | 4 | 2278 | 1.383 |
| 10:00-11:00 | 4 | 2278 | 0.900 | 4 | 2278 | 0.154 | 4 | 2278 | 1.054 |
| 11:00-12:00 | 4 | 2278 | 0.450 | 4 | 2278 | 0.296 | 4 | 2278 | 0.746 |
| 12:00-13:00 | 4 | 2278 | 0.406 | 4 | 2278 | 0.637 | 4 | 2278 | 1.043 |
| 13:00-14:00 | 4 | 2278 | 0.626 | 4 | 2278 | 0.472 | 4 | 2278 | 1.098 |
| 14:00-15:00 | 4 | 2278 | 0.351 | 4 | 2278 | 0.351 | 4 | 2278 | 0.702 |
| 15:00-16:00 | 4 | 2278 | 0.219 | 4 | 2278 | 0.406 | 4 | 2278 | 0.625 |
| 16:00-17:00 | 4 | 2278 | 0.132 | 4 | 2278 | 0.889 | 4 | 2278 | 1.021 |
| 17:00-18:00 | 4 | 2278 | 0.044 | 4 | 2278 | 1.679 | 4 | 2278 | 1.723 |
| 18:00-19:00 | 4 | 2278 | 0.011 | 4 | 2278 | 0.812 | 4 | 2278 | 0.823 |
| 19:00-20:00 |  |  |  |  |  |  |  |  |  |
| 20:00-21:00 |  |  |  |  |  |  |  |  |  |
| 21:00-22:00 |  |  |  |  |  |  |  |  |  |
| 22:00-23:00 |  |  |  |  |  |  |  |  |  |
| 23:00-24:00 |  |  |  |  |  |  |  |  |  |
| Total Rates: |  |  | 6.376 |  |  | 6.004 |  |  | 12.380 |

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: $\mathbf{1 0 0} \mathbf{~ s q m}$
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 25.34

|  | ARRIVALS |  |  | DEPARTURES |  |  | TOTALS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00-01:00 |  |  |  |  |  |  |  |  |  |
| 01:00-02:00 |  |  |  |  |  |  |  |  |  |
| 02:00-03:00 |  |  |  |  |  |  |  |  |  |
| 03:00-04:00 |  |  |  |  |  |  |  |  |  |
| 04:00-05:00 |  |  |  |  |  |  |  |  |  |
| 05:00-06:00 |  |  |  |  |  |  |  |  |  |
| 06:00-07:00 |  |  |  |  |  |  |  |  |  |
| 07:00-08:00 | 4 | 2278 | 0.889 | 4 | 2278 | 0.066 | 4 | 2278 | 0.955 |
| 08:00-09:00 | 4 | 2278 | 2.151 | 4 | 2278 | 0.241 | 4 | 2278 | 2.392 |
| 09:00-10:00 | 4 | 2278 | 1.712 | 4 | 2278 | 0.318 | 4 | 2278 | 2.030 |
| 10:00-11:00 | 4 | 2278 | 1.284 | 4 | 2278 | 0.527 | 4 | 2278 | 1.811 |
| 11:00-12:00 | 4 | 2278 | 0.977 | 4 | 2278 | 0.790 | 4 | 2278 | 1.767 |
| 12:00-13:00 | 4 | 2278 | 1.328 | 4 | 2278 | 1.767 | 4 | 2278 | 3.095 |
| 13:00-14:00 | 4 | 2278 | 1.921 | 4 | 2278 | 1.525 | 4 | 2278 | 3.446 |
| 14:00-15:00 | 4 | 2278 | 0.856 | 4 | 2278 | 0.834 | 4 | 2278 | 1.690 |
| 15:00-16:00 | 4 | 2278 | 0.713 | 4 | 2278 | 0.988 | 4 | 2278 | 1.701 |
| 16:00-17:00 | 4 | 2278 | 0.483 | 4 | 2278 | 1.602 | 4 | 2278 | 2.085 |
| 17:00-18:00 | 4 | 2278 | 0.252 | 4 | 2278 | 2.447 | 4 | 2278 | 2.699 |
| 18:00-19:00 | 4 | 2278 | 0.077 | 4 | 2278 | 1.284 | 4 | 2278 | 1.361 |
| 19:00-20:00 |  |  |  |  |  |  |  |  |  |
| 20:00-21:00 |  |  |  |  |  |  |  |  |  |
| 21:00-22:00 |  |  |  |  |  |  |  |  |  |
| 22:00-23:00 |  |  |  |  |  |  |  |  |  |
| 23:00-24:00 |  |  |  |  |  |  |  |  |  |
| Total Rates: |  |  | 12.643 |  |  | 12.389 |  |  | 25.032 |

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: $\mathbf{1 0 0} \mathbf{~ s q m}$
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 | 4 | 2278 | 0.000 | 4 | 2278 | 0.000 | 4 | 2278 | 0.000 |
| 08:00-09:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.022 | 4 | 2278 | 0.044 |
| 09:00-10:00 | 4 | 2278 | 0.011 | 4 | 2278 | 0.011 | 4 | 2278 | 0.022 |
| 10:00-11:00 | 4 | 2278 | 0.011 | 4 | 2278 | 0.011 | 4 | 2278 | 0.022 |
| 11:00-12:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.022 | 4 | 2278 | 0.044 |
| 12:00-13:00 | 4 | 2278 | 0.055 | 4 | 2278 | 0.055 | 4 | 2278 | 0.110 |
| 13:00-14:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.022 | 4 | 2278 | 0.044 |
| 14:00-15:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.022 | 4 | 2278 | 0.044 |
| 15:00-16:00 | 4 | 2278 | 0.011 | 4 | 2278 | 0.011 | 4 | 2278 | 0.022 |
| 16:00-17:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.000 | 4 | 2278 | 0.022 |
| 17:00-18:00 | 4 | 2278 | 0.022 | 4 | 2278 | 0.044 | 4 | 2278 | 0.066 |
| 18:00-19:00 | 4 | 2278 | 0.000 | 4 | 2278 | 0.000 | 4 | 2278 | 0.000 |
| 19:00-20:00 |  |  |  |  |  |  |  |  |  |
| 20:00-21:00 |  |  |  |  |  |  |  |  |  |
| 21:00-22:00 |  |  |  |  |  |  |  |  |  |
| 22:00-23:00 |  |  |  |  |  |  |  |  |  |
| 23:00-24:00 |  |  |  |  |  |  |  |  |  |
| Total Rates: |  |  | 0.220 |  |  | 0.220 |  |  | 0.440 |

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.

