



JPDesign and Planning Solutions

Transport Statement

Date: 19th July 2023
Project: 190723
Revision: 0
Location: Finebake Ltd
27-31 Garman Road,
London N17

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JPDesign and Planning Solutions

Issue & Amendment Record:

Revision	Comment/Amendment	Prepared	Reviewed	Approved	Date
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1.0 Introduction

1.1

This Transport Statement has been prepared by JPDesign and Planning Solutions for development at the following site:

27-31 Garman Road Tottenham
London N17 0YU

A site location plan is provided at Appendix A.

1.2

The existing industrial premises at the above address was severely damaged by fire in May 2019. Plans show that prior to that incident, the premises consisted of two warehouse spaces, one with a loading area, and three small ancillary office spaces within the centre of the building frontage. The building was single-storey, and did not benefit from off-street car parking. Roller-shutter doors were available on each side of the frontage for goods access and egress.

1.3

It is proposed that a new pair of single-storey warehouses is erected on the same site, each with ancillary offices at ground and first floor levels. In contrast to the previous buildings, an area will be set back from the highway on each side to allow goods vehicles to reverse into the site and load/unload without obstructing the footway or carriageway. In addition, each new warehouse will be provided with a single disabled off-street car parking space.

1.4

This Transport Statement will seek to set out the impact of the proposed development and mitigation measures if necessary. It will also set out the local context and relevant policy, in order to inform the planning application process.

1.5

Pre-application advice was sought from the local authority (LB Haringey) in March 2020 and this has also informed the scope and content of this Transport Statement, notwithstanding that the design has developed further since these comments were received.

1.6

This Transport Statement has been undertaken following comments received from the local authority's Transport Planning Officer.

2.0 Site Audit

2.1

Walking and Cycling

2.1.1

Despite the industrial character of Garman Road, the street benefits from kerbed footways to either side, and street lighting. At the southern end, a raised table with herringbone brick surfacing provides a safe pedestrian crossing close to the junction between Garman Road and Marigold Road.

2.1.2

Although Garman Road is a no-through road for vehicles, at the northern end there is a pedestrian and cycle footway link through to Leaside Road.

2.1.3

Marigold Road, at the southern end of Garman Road forms part of the London Cycle Network Plus (LCN+) which was launched in 2001 and wound up 2010. Despite being wound up, a significant quantity of route signage was installed around London most of which is still in place; furthermore the information on routes remains available online.

2.1.4

On the south side of Marigold Road, the footway is marked out with lanes for two-way cycle traffic, leading to a crossing of the A1055 Watermead Way to the east of the site. This provides access to the Tottenham Marshes, also known as the Lee Valley Regional Park. This parkland contains another cycle route which is part of the European EV2 route, which can be followed south through Hackney, Bow and the Isle of Dogs, crosses the Thames and then tracks west through Greenwich, Bermondsey and Southwark. Northbound it follows the Lea Valley to Waltham Abbey, continues north to Harlow and thereafter east to Chelmsford. As the European designation implies, the route is part of a wider continental cycle route network.

2.1.5

To the west of Marigold Road, the LCN57 route travels via Northumberland Park Station along Park Lane; directly to the south of the Tottenham Hotspur Football Stadium this becomes London Cycle Superhighway 1, but can be followed in its original route to the southern edge of Wood Green.

2.1.6

LCS1 meanwhile heads south from Tottenham through Seven Sisters, Stamford Hill, Stoke Newington and Dalston, dividing Hoxton and Shoreditch before ending at the junction between Sun Street and Wilson Street, near Liverpool Street Station

2.1.7

As such, the site is well placed for access by pedestrians and also for short, medium and long-range cycle commuting.

2.2 Public Transport

2.2.1

According to the TfL PTAL mapping website, the proposal site has relatively low accessibility (PTAL 2). It needs to be remembered that this is a London-specific measure of accessibility via public transport, and that what is considered fairly poor availability in the capital would be considered very accessible in other parts of the UK, which are generally less well served by public transport.

2.2.2

In terms of rail access, Northumberland Park Station is approximately a 300m walk from the site (4 minutes). It is served by rail services operated by Greater Anglia Trains, with a typical off-peak service including:

- 3 trains per hour towards Stratford
- 1 train per hour towards Bishops Stortford
- 1 train per hour towards Meridian Water

2.2.3

The station is also on the route of the currently suspended plans for Crossrail 2.

2.2.4

In terms of bus access, there are four routes which are available within walking distance of the site (defined for PTAL purposes as within 650m). These are as follows:

- Route W3. Northumberland Park to Finsbury Park. 1 bus every 5 minutes.
- Route 476. Northumberland Park to King's Cross. 1 bus every 8 minutes.
- Route 341. Northumberland Park to Waterloo. 1 bus every 10 minutes.
- Route 192. Tottenham Hale to Enfield Town. 1 bus every 10 minutes.
-

2.2.5

It is clear from the above rail and bus links, as well as the walking and cycling links, that the site is in a sustainable location.

2.3 Local Highway Network

2.3.1

Garman Road is a no-through road providing access to an industrial estate. It is not likely to experience significant levels of daily traffic, as it is a destination rather than a through route. Marigold Road to the south has a 20mph speed limit, and is also an access road albeit it connects to the east with the A1055 Watermead Way.

2.3.2

Traffic counts are available from the Department of Transport (DfT) for the A1055, taken from a count point a short distance to the North-East of the site. These demonstrate that an Annual Average Daily Traffic Flow (AADTF) of 35828 vehicles was recorded in 2022. This is not especially high for a strategic distributor road; the A1055 connects at its north end with the A10 just south of Junction 25 of the M25 Orbital Motorway. It also connects with the A406 North Circular Road, while at its southern end the A1055 connects with the A503 adjacent to Tottenham Hale. The A1055 has a 40mph speed limit.

2.3.3

It is noted that the site lies within the Tottenham Event Day CPZ. On event days at the nearby Tottenham Hotspur Football Club stadium, parking restrictions apply. These are generally 17:00 to 20:30 on weekdays, and 12:00 to 20:00 on weekends/bank holidays.

2.4 Road Safety Review

2.4.1

In order to examine local road safety records, Personal Injury Collision Data was sourced for the most recent three years available (2020-2023). A search area was drawn with a 400m radius around the proposal site, as shown in the plan at Appendix B.

2.4.2

A total of 32 incidents were found, including 24 causing slight injury, 7 causing serious injuries and 1 causing fatal injuries. The more severe incidents are explored in more detail below, and a cluster analysis is also provided.

2.4.3

As a strategic distributor road, the A1055 has relatively high traffic flows and therefore may be expected to see a higher number of incidents; although the speed limit has been reduced to 40mph it is clear that this dual carriageway road was designed for higher speeds and as such it is not entirely surprising that incidents occur at the junctions. Improved surveillance could improve safety in these locations, but it is a decision for the local highway authority as to whether any further interventions would be cost-effective and would have any significant impact on highway safety.

2.4.4

Notwithstanding the tragic loss of a life noted above, there is insufficient evidence that Garman Road has any highway safety issues which could prevent development. It is considered that reducing on-street parking would be likely to improve pedestrian safety, and this could surely be considered. The proposal discussed in this report seeks to reduce on-street parking and servicing which in the context of this road safety review should be very much welcomed.

2.4.5

These incidents do not in themselves present evidence of local highway safety problems; where relevant they will be reconsidered below within the Cluster Analysis alongside the “slight” injury collisions recorded within the search area.

2.4.6 Cluster Analysis

In several locations within the search area, there have been three or more incidents at the same junction in the last three years. These have been examined using a cluster analysis in order to ascertain whether there is a pattern or specific type of incident which might indicate a specific highway safety problem.

On both roads approaching the junction carriageway width is constrained by parked cars, but there are no similarities or other explanations for the relatively higher incident rate at this junction.

This junction is a fairly complex priority junction; approaching on Shelbourne Road there is an uncontrolled pedestrian crossing to the south of the junction, a zebra crossing to the west of the junction (on Park Lane), a yellow box junction with ghost right turn lanes for traffic towards Park Lane and towards Park Avenue Road, and a signalised pedestrian crossing to the north of the junction on Willoughby Road. As a result of all these different treatments there is significant opportunity for confusion among road users.

It might make sense in the medium term to design an integrated solution for all arms of this junction taking into account pedestrian and vehicular movements; it is however accepted that a budget to do this may not be immediately available. It is not considered that the safety of this junction will be affected by development as most commercial traffic is likely to arrive and depart the site via the strategic road (A1055) rather than Shelbourne Road.

Sedge Road provides a secondary point of access to the Garman Road industrial estate; it is notable that despite this there are no incidents involving delivery vehicles which may mean that they mostly use the primary access off Marigold Road. It is noted that traffic may queue back from the junction between the A1055 and Leaside Road, and that this may reduce visibility exiting the Sedge Road junction. Nonetheless, there is no clear evidence why these incidents occur that can be linked to any highway safety issue.

Due to the junction being signal-controlled, there is a slightly increased risk of rear-end shunt incidents as one vehicle brakes at the change of lights while the other accelerates, hoping to get through the junction. However, the number of incidents above does seem relatively high. It is noted that there is a camera on the southern arm of the junction which captures any incidents of vehicles disobeying the signal. Whether these are required on the other arms of the junction is up for debate.

3.0 Policy Review

3.1 National Planning Policy Framework (Revised February 2019)

3.1.1

The National Planning Policy Framework (NPPF) as revised continues to set out the Government's planning policies for England and how these are expected to be applied. It requires that in the case of specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can or have been taken up given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree.

3.1.2

This section of the NPPF concludes by stating that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

3.1.3

The NPPF also states that development should:

- give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second to facilitating access to high quality public transport, with layouts which maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.1.4

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.2 The Mayor's London Plan (2016)

3.2.1

The London Plan is the statutory spatial development strategy for London, written by the Mayor's Office and published by the GLA. Chapter Six focuses on London's Transport. As with national policy, the key objectives of the London Plan are to promote sustainable travel, to

reduce the need to travel, and to minimise the impact of travel.

3.2.2

Policy 6.3 “Assessing effects of development on Transport Capacity” reads as follows:

- Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.
- Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, or they may be refused. The cumulative impacts of development on transport requirements must be taken into account.
- Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

3.2.3

Policy 6.14 relates to Freight and has the following relevant stipulations:

- The Mayor will work with all relevant partners to improve freight distribution (incl. servicing and deliveries) and to promote movement of freight by rail and waterway.
- Development proposals that locate developments that generate high numbers of freight movements close to major transport routes will be encouraged.
- Development proposals that promote the uptake of the Fleet Operators Recognition Scheme, construction logistics plans, delivery and servicing Plans and more innovative freight solutions, and seeking opportunities to minimise congestion impacts and improve safety will be encouraged. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight.
- Development proposals that increase the use of the Blue Ribbon Network for freight transport will be encouraged.

3.2.4

In terms of Parking standards, the following stipulations are put in place:

- Each workplace shall have a minimum provision of one disabled parking bay.
- Parking for commercial vehicles should be provided at a maximum standard of one space per 500 sqm of gross B2 or B8 floorspace.
- Cycle parking must be provided at a minimum of 1 space per 500sqm for B2/B8 premises. Cycle parking provided for staff should be suitable for long stay parking, particularly in terms of location, security and protection from the elements (see The London Cycle Design Standards 2 (TfL 2016).

3.2.5

LB Haringey Local Plan Strategic Policies (2013, updated 2017) and Development Management Policies (2017)

3.2.6

The local authority is currently working on an emerging Local Plan, but at the time of writing the development plan for the borough remains the 2013 Strategic Policies and the 2017 Development Management Policies DPDs.

3.2.7

There is one over-arching strategic policy relating to Transport as follows:

SP7: Transport Delivering Regeneration and Access

In line with London Plan policies, the Local Implementation Plan and the Mayor's Transport Strategy, the Council will work with its partners to promote...key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services;

- The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;
- Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;
- Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;
- Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Haringey, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;
- Improvements to interchanges at Tottenham Hale and Seven Sisters;
- Improvements to the Tottenham Gyratory; and
- Improvements to east - west bus routes as well as promoting new east - west routes

Delivering Action on Climate Change and Quality and Healthy Places

In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establishing car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards and car free housing wherever feasible;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change such as promoting low

carbon vehicles; and

- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

3.2.8

Among the Development Management Policies are the following relevant policies:

DM31(c) The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds.

DM32 Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan. The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking. The Council will support proposals for new development with limited or no on-site parking where:

- a There are alternative and accessible means of transport available;
- b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;
- c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;
- d Parking is provided for disabled people; and
- e Parking is designated for occupiers of developments specified as car capped.

DM33(a) The Council will only support a proposal for a crossover or new vehicular access where it is demonstrated that the proposal does not result in:

A reduction in pedestrian or highway safety; or

A reduction of on-street parking capacity within a Controlled Parking Zone; or A visual intrusion to the street scene.

4.0 Traffic Impact Assessment

4.1 Existing Traffic Generation

4.1.1

Prior to the fire which consumed the existing authorised premises, the site consisted of two warehouse buildings with floor areas of 478sqm (Unit A) and 441sqm (Unit B) with ancillary offices of 61sqm (Unit A) and 33sqm (Unit B). For the purposes of analysis, the two units will be assessed as a whole under their primary use as B8 storage facilities, to demonstrate the extent of the traffic impact of the authorised use.

4.1.2

As noted by the Local Authority officer, there is only one London-based multi-modal survey currently on TRICS of a B2 industrial unit, within the Park Royal area of LB Brent. In line with their recommendation therefore, a revised TRICS report has been produced with the following parameters:

- TRICS class 02F - Employment - Warehousing (Commercial)
- Excluding non-London sites
- This left a total of 3 sites in the boroughs of Bexley, Hillingdon and Hounslow.

4.1.3

The following outputs were found for Units A&B: Overall 1041sqm Floor Area

4.1.4

Even with the revised TRICS assessment, the contribution of the previous industrial units to peak and daily traffic was modest, with at most 5 vehicle movements during the AM network peak and 5 during the PM network peak. Overall, between 30 and 40 two-way vehicle trips might have been associated with the use each day, of which five would have been goods vehicles.

Table 1: TRIP rates Total trips to the Site (per 1041 SQM)

Arrivals		Departures	
AM	PM	AM	PM
0.615	0.259	0.126	0.681

Figure1: Modal Split of Trips

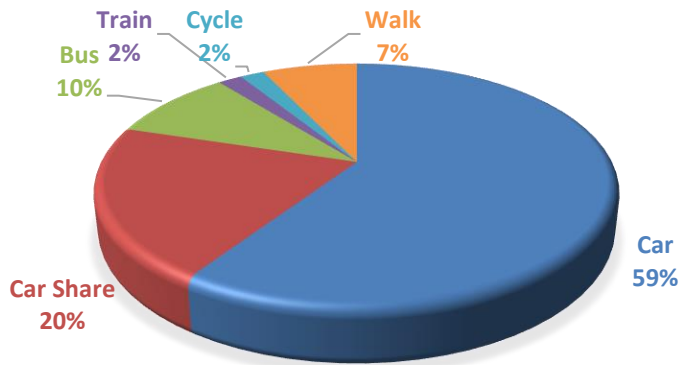


Table 2: Trip Generation for the Development

Mode	Modal Split	Arrivals		Departures	
		Trips AM	Trips PM	Trips AM	Trips PM
Car	59.30%	4	2	1	4
Car Share	20.40%	1	1	0	1
Bus	9.50%	1	0	0	1
Train	1.80%	0	0	0	0
Cycle	1.80%	0	0	0	0
Walk	7.10%	0	0	0	0
TOTAL	100%	6	3	1	7

4.1.5

From the trip generation rates summarised above, the results show that there is currently insignificant impact by cars on the road network for journeys to the school. It should also be considered that these trips already exist in the network, since the school has been in operation. The updated TRICS report is included in full at Appendix C.

4.2 Projected Traffic Generation

4.2.1

The proposed units remain single-storey except for the ancillary offices. Unit 1 will have a gross internal floor area of 415sqm (plus 75sqm of ancillary offices) and Unit 2 will have a gross internal floor area of 350sqm (plus 75 sqm of ancillary offices). The overall development gross internal floor area will therefore be 915sqm, which is a small reduction over the previous site floor area.

4.2.2

The same TRICS assessment has been carried out for the proposed floor area as follows: Units 1&2: Overall 915sqm Floor Area

4.2.3

As can be seen, the development is likely to mean a reduction in daily arrivals and departures of three vehicles; the overall number of daily delivery vehicle movements are likely to reduce by 0.6. In addition, there will also be small but significant reductions in overall vehicle movements during both network peak periods.

4.2.4

In terms of the impact of the use on the wider highway network, as set out in Section 2.3 the AADTF on the strategic road network has been counted as 35,828 vehicles. An overall total number of vehicle movements of 52 reducing to 46 following development represents as a proportion of daily traffic just 0.15% reducing to 0.13%. These traffic levels are well within daily fluctuation on the network and would not be perceived within any modelling of flows.

4.2.5

The TRICS reports demonstrate that within the network peak periods, no more than one delivery vehicle would be likely to visit the site at any one time, and that fewer than five delivery vehicles would be likely to arrive at and depart the site on any given day. As there are two separate units, this suggests in turn that no more than 2.5 goods vehicles are likely to visit either unit on any given day. It should not be difficult therefore for the operators of these units to schedule deliveries and servicing so as to avoid having more vehicles on-site than can easily be accommodated. Further consideration of the operational requirements will be set out in the Deliveries and Servicing Plan which is likely to be required by condition on any Planning approval.

4.3 Modal Split Analysis

4.3.1

The Local Authority's officer has also asked that the modal split of the proposed development be derived from the 2011 Census data for Travel to Work modes. This data is now a decade old and is not specific to the proposed use or location of the site, but has nonetheless been sourced for the London borough of Haringey in order to examine the evidence available.

2011 Census Data - London Borough of Haringey

Method of Travel to Work	Number	Percentage
Underground, Metro, Light Rail, Tram	45,384	23.5%
Train	9,158	4.7%
Bus	21,738	11.3%
Taxi	290	0.2%
Motorcycle, Scooter or Moped	1,609	0.8%
Driving in a car or van	23,023	11.9%
Passenger in a car or van	1,360	0.7%
Bicycle	6,142	3.2%
On foot	7,909	4.1%
Work mainly at or from home	6,910	3.6%
Not in employment	68,766	35.6%
TOTAL of 193,062 respondents	192,289	99.6%

4.3.2

What is interesting is that in comparison to the modal split derived from the TRICS report (which is specific to the use and type of location), the Census data demonstrates that by proportion far fewer LB Haringey residents travel to work by car or van, and far more use public transport or active travel modes.

4.3.3

It is understood and anticipated that in general terms, employees of commercial and industrial premises which are located on commercial and industrial estates are more likely to travel to and from work using a motor vehicle, not least because they may require the use of these vehicles as part of their daily job role. It is an important part of the mitigation strategy for the proposed development that the proposals include improved provision for access to the site by all modes, but especially by sustainable and active modes.

4.3.4

In conclusion, as the Local Authority officer has agreed, There is a proposed reduction in floorspace, which means an overall reduction in trips to and from the site.

5.0 Design and Mitigation

5.1

In line with the relevant car parking standards set out in the London Plan 2016, the site has been provided with very low levels of off-street car parking; a single off-street disabled parking bay serves each of the proposed units, plus a single off-street standard parking bay is available for each of the proposed units.

5.2

The disabled car parking bays are provided with hatched margins of at least 1.2m to each edge, as required, meaning that they have overall dimensions of 6m by 3.6m.

5.3

The existing three on-street car parking bays along the site frontage are shown as being retained, in line with pre-application advice that the local authority wants these bays to remain in place. However, as their presence reduces carriageway width to 5m, which in turn may reduce the ability of two large vehicles to safely pass on Garman Road, it should be asked whether this is sensible in terms of highway safety. As discussed in the Road Safety Review, it is worth considering whether reducing on-street parking along this road would increase safety for all users.

5.4

The roller-shutter access doors to the proposed storage facilities are each set back into the site by 14m, which is a significant improvement as there was no setting back of the original access doors prior to the fire damage. These improved servicing facilities will allow delivery vehicles to reverse onto the site frontage and to leave the site in a forward gear. Doing so will reduce the risks associated with on-street servicing and potential reduction in carriageway width which may affect other vehicles and pedestrians. As mentioned by the Local Authority officer, the use of Banksman to assist with reversing servicing vehicles will be required and specified in the forthcoming Deliveries and Servicing Plan.

5.5

Unit 1 will be utilised by Finebake, who own the site. They have specified that the maximum size rigid delivery vehicles that they will use are “Sprinter”-type vans, which vary between 5.3m and 7.3m in length depending on the wheelbase version chosen. The maximum wheelbase length version of this van has been used for tracking access to and from each unit in the drawing provided at Appendix D.

5.6

Following comments from the Local Authority officer, alterations have been made to the proposed cycling provision as follows:

- Internal long-stay cycle parking for three bicycles has been provided within each of the proposed warehouse units. In addition, shower and changing facilities are provided for both units.
- A shared visitor cycle storage facility for use by both premises has been positioned on the site frontage, between the two disabled parking bays. This will accommodate two “Sheffield” type stands, providing parking for up to 4 bicycles.
- These provisions comply with or exceed the minimum provisions set out in the London Plan standards.

6.0 Conclusions

6.1

The proposed industrial units will provide slightly less overall floor area than the units which existed before the fire of May 2019; this will mean that the overall traffic impact of the site is likely to reduce from the previous authorised use of the land.

6.2

The proposed design will provide significantly improved deliveries and servicing arrangements which are likely to improve highway and pedestrian safety. This should be welcomed therefore.

6.3

The proposal complies with all policies and standards of the local authority, London policies and standards and National policy and guidance.

6.4

Since the proposal will not have a detrimental impact on highway safety, will not lead to a detrimental impact on traffic congestion on the network, and complies with all relevant policies and guidance, planning permission should be granted for this development scheme.

7.0 Appendices

- A. Site Location Plan
- B. Collision Data Search Area
- C. TRICS Report

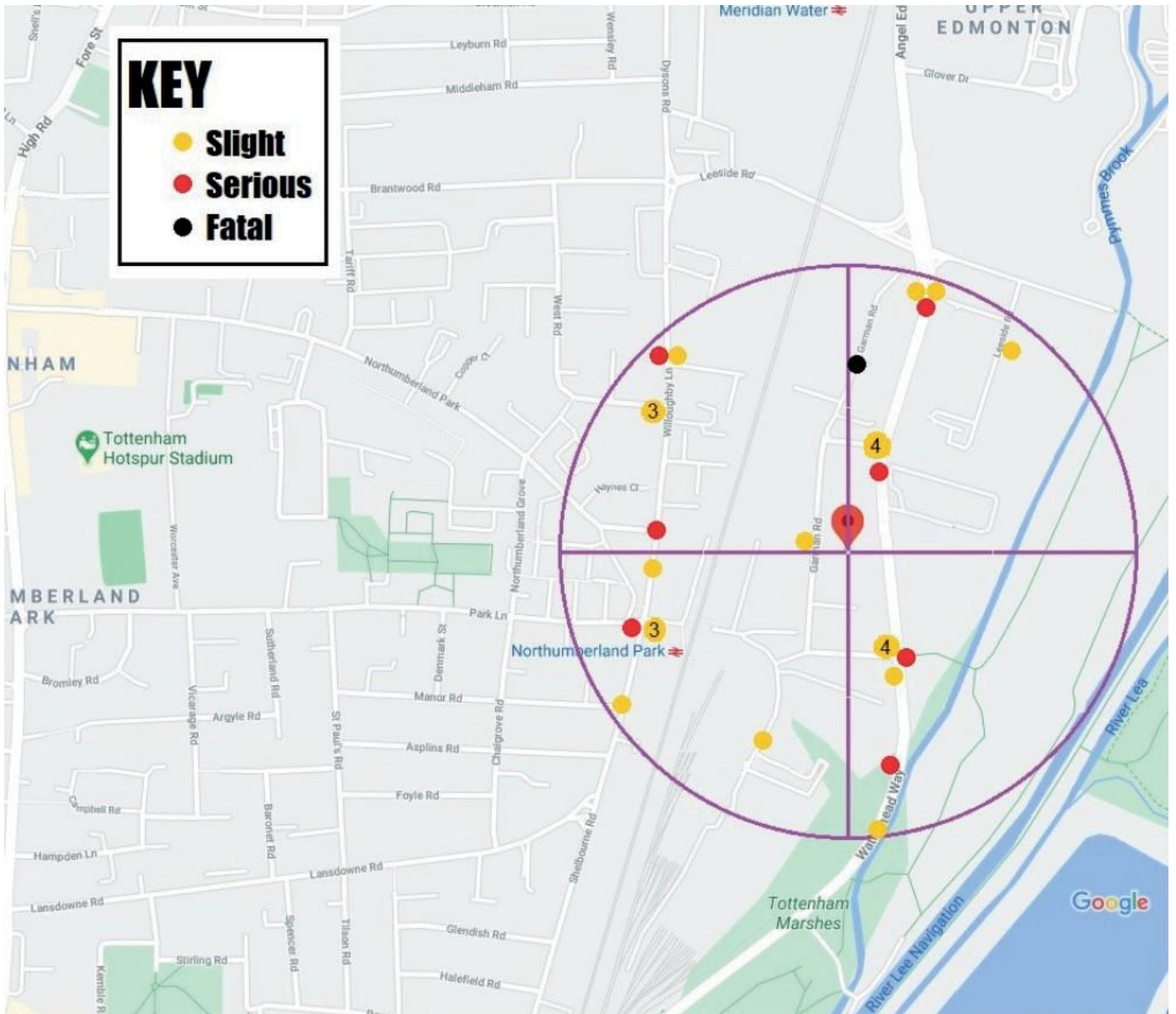
Appendix A

Site Location Plan



Appendix B

Collision Data Search Area



Appendix C

TRICS Report

Calculation Reference: AUDIT-202601-230721-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/18

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

Selected survey days:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	3
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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	3 days - Selected
Servicing vehicles Excluded	X days - Selected

LIST OF SITES relevant to selection parameters

1	BE-02-F-01	FRESH FRUIT DISTRIBUTOR	BEXLEY
	THAMES ROAD		
	CRAYFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20400 sqm	
	Survey date: THURSDAY	20/09/18	Survey Type: MANUAL
2	HD-02-F-01	FOOD DISTRIBUTOR	HILLINGDON
	NINE ACRES CLOSE		
	HAYES		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8673 sqm	
	Survey date: THURSDAY	27/09/18	Survey Type: MANUAL
3	HO-02-F-01	LOGISTICS AND FREIGHT	HOUNSLOW
	ASCOT ROAD		
	FELTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13500 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1041 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.45

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	3	14191	0.063	0.660	3	14191	0.047	0.489	3	14191	0.110	1.149
07:30 - 08:00	3	14191	0.195	2.030	3	14191	0.047	0.489	3	14191	0.242	2.519
08:00 - 08:30	3	14191	0.155	1.614	3	14191	0.045	0.465	3	14191	0.200	2.079
08:30 - 09:00	3	14191	0.251	2.616	3	14191	0.056	0.587	3	14191	0.307	3.203
09:00 - 09:30	3	14191	0.136	1.418	3	14191	0.049	0.513	3	14191	0.185	1.931
09:30 - 10:00	3	14191	0.073	0.758	3	14191	0.066	0.685	3	14191	0.139	1.443
10:00 - 10:30	3	14191	0.045	0.465	3	14191	0.033	0.342	3	14191	0.078	0.807
10:30 - 11:00	3	14191	0.092	0.954	3	14191	0.103	1.076	3	14191	0.195	2.030
11:00 - 11:30	3	14191	0.063	0.660	3	14191	0.096	1.003	3	14191	0.159	1.663
11:30 - 12:00	3	14191	0.110	1.149	3	14191	0.089	0.929	3	14191	0.199	2.078
12:00 - 12:30	3	14191	0.078	0.807	3	14191	0.160	1.663	3	14191	0.238	2.470
12:30 - 13:00	3	14191	0.110	1.149	3	14191	0.094	0.978	3	14191	0.204	2.127
13:00 - 13:30	3	14191	0.139	1.443	3	14191	0.103	1.076	3	14191	0.242	2.519
13:30 - 14:00	3	14191	0.099	1.027	3	14191	0.089	0.929	3	14191	0.188	1.956
14:00 - 14:30	3	14191	0.087	0.905	3	14191	0.082	0.856	3	14191	0.169	1.761
14:30 - 15:00	3	14191	0.052	0.538	3	14191	0.073	0.758	3	14191	0.125	1.296
15:00 - 15:30	3	14191	0.068	0.709	3	14191	0.092	0.954	3	14191	0.160	1.663
15:30 - 16:00	3	14191	0.075	0.782	3	14191	0.078	0.807	3	14191	0.153	1.589
16:00 - 16:30	3	14191	0.073	0.758	3	14191	0.106	1.100	3	14191	0.179	1.858
16:30 - 17:00	3	14191	0.075	0.782	3	14191	0.108	1.125	3	14191	0.183	1.907
17:00 - 17:30	3	14191	0.052	0.538	3	14191	0.204	2.127	3	14191	0.256	2.665
17:30 - 18:00	3	14191	0.113	1.174	3	14191	0.254	2.641	3	14191	0.367	3.815
18:00 - 18:30	3	14191	0.070	0.734	3	14191	0.150	1.565	3	14191	0.220	2.299
18:30 - 19:00	3	14191	0.096	1.003	3	14191	0.096	1.003	3	14191	0.192	2.006
19:00 - 19:30	1	20400	0.025	0.255	1	20400	0.181	1.888	1	20400	0.206	2.143
19:30 - 20:00	1	20400	0.020	0.204	1	20400	0.049	0.510	1	20400	0.069	0.714
20:00 - 20:30	1	20400	0.010	0.102	1	20400	0.025	0.255	1	20400	0.035	0.357
20:30 - 21:00	1	20400	0.010	0.102	1	20400	0.005	0.051	1	20400	0.015	0.153
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			2.435	25.336			2.580	26.864			5.015	52.200

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:	8673 - 20400 (units: sqm)
Survey date date range:	01/01/15 - 27/09/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 1041 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.45

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	3	14191	0.089	0.929	3	14191	0.059	0.611	3	14191	0.148	1.540
07:30 - 08:00	3	14191	0.287	2.983	3	14191	0.052	0.538	3	14191	0.339	3.521
08:00 - 08:30	3	14191	0.242	2.519	3	14191	0.056	0.587	3	14191	0.298	3.106
08:30 - 09:00	3	14191	0.373	3.888	3	14191	0.070	0.734	3	14191	0.443	4.622
09:00 - 09:30	3	14191	0.171	1.785	3	14191	0.061	0.636	3	14191	0.232	2.421
09:30 - 10:00	3	14191	0.108	1.125	3	14191	0.078	0.807	3	14191	0.186	1.932
10:00 - 10:30	3	14191	0.068	0.709	3	14191	0.042	0.440	3	14191	0.110	1.149
10:30 - 11:00	3	14191	0.136	1.418	3	14191	0.141	1.467	3	14191	0.277	2.885
11:00 - 11:30	3	14191	0.087	0.905	3	14191	0.120	1.247	3	14191	0.207	2.152
11:30 - 12:00	3	14191	0.146	1.516	3	14191	0.108	1.125	3	14191	0.254	2.641
12:00 - 12:30	3	14191	0.132	1.369	3	14191	0.256	2.665	3	14191	0.388	4.034
12:30 - 13:00	3	14191	0.186	1.932	3	14191	0.157	1.638	3	14191	0.343	3.570
13:00 - 13:30	3	14191	0.207	2.152	3	14191	0.143	1.492	3	14191	0.350	3.644
13:30 - 14:00	3	14191	0.141	1.467	3	14191	0.148	1.540	3	14191	0.289	3.007
14:00 - 14:30	3	14191	0.139	1.443	3	14191	0.129	1.345	3	14191	0.268	2.788
14:30 - 15:00	3	14191	0.078	0.807	3	14191	0.103	1.076	3	14191	0.181	1.883
15:00 - 15:30	3	14191	0.094	0.978	3	14191	0.146	1.516	3	14191	0.240	2.494
15:30 - 16:00	3	14191	0.089	0.929	3	14191	0.108	1.125	3	14191	0.197	2.054
16:00 - 16:30	3	14191	0.096	1.003	3	14191	0.181	1.883	3	14191	0.277	2.886
16:30 - 17:00	3	14191	0.120	1.247	3	14191	0.193	2.005	3	14191	0.313	3.252
17:00 - 17:30	3	14191	0.099	1.027	3	14191	0.324	3.374	3	14191	0.423	4.401
17:30 - 18:00	3	14191	0.160	1.663	3	14191	0.357	3.717	3	14191	0.517	5.380
18:00 - 18:30	3	14191	0.089	0.929	3	14191	0.197	2.054	3	14191	0.286	2.983
18:30 - 19:00	3	14191	0.117	1.223	3	14191	0.122	1.272	3	14191	0.239	2.495
19:00 - 19:30	1	20400	0.029	0.306	1	20400	0.235	2.449	1	20400	0.264	2.755
19:30 - 20:00	1	20400	0.029	0.306	1	20400	0.059	0.612	1	20400	0.088	0.918
20:00 - 20:30	1	20400	0.010	0.102	1	20400	0.044	0.459	1	20400	0.054	0.561
20:30 - 21:00	1	20400	0.010	0.102	1	20400	0.005	0.051	1	20400	0.015	0.153
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			3.532	36.762			3.694	38.465			7.226	75.227

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.

