

A Planning Application by
J.SOTERIOU PROPERTIES LTD

In respect of
**Unit 28 Millmead Industrial Centre,
TOTTENHAM, N17 9QU**

Transport Statement

2608-025/TS/01 | September 2026



Document Management

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Contents	Page
1 Introduction	1
2 Baseline Conditions	3
3 National, Regional and Local Transport Policy	15
4 Development Proposal	19
5 Potential Impact	21
6 Parking Demand	24
7 Response to Highways Comments	26
8 Summary and Conclusion	28

List of Tables

Table 2.1	IHT Suggested Walking Distance Thresholds
Table 2.2	Summary of Bus Services
Table 3.1	Maximum office parking standards
Table 3.2	Minimum cycle parking standards
Table 5.1	Industrial Unit – Existing Trip Rates
Table 5.2	Offices – Proposed Development Trip Rates
Table 5.3	Net Impact Assessment.
Table 6.1	Existing Use Parking Accumulation
Table 6.2	Proposed Use Parking Accumulation

List of Figures

Figure 1.1	Site Location - Wider Context
Figure 2.1	Site Location – Local Context
Figure 2.2	Walking Catchment
Figure 2.3	Cycling Catchment
Figure 2.4	PTAL
Figure 2.5	Connectivity Score
Figure 2.6	TLRN
Figure 2.7	Haringey Controlled Parking Zone
Figure 2.8	Personal Injury Collision Data

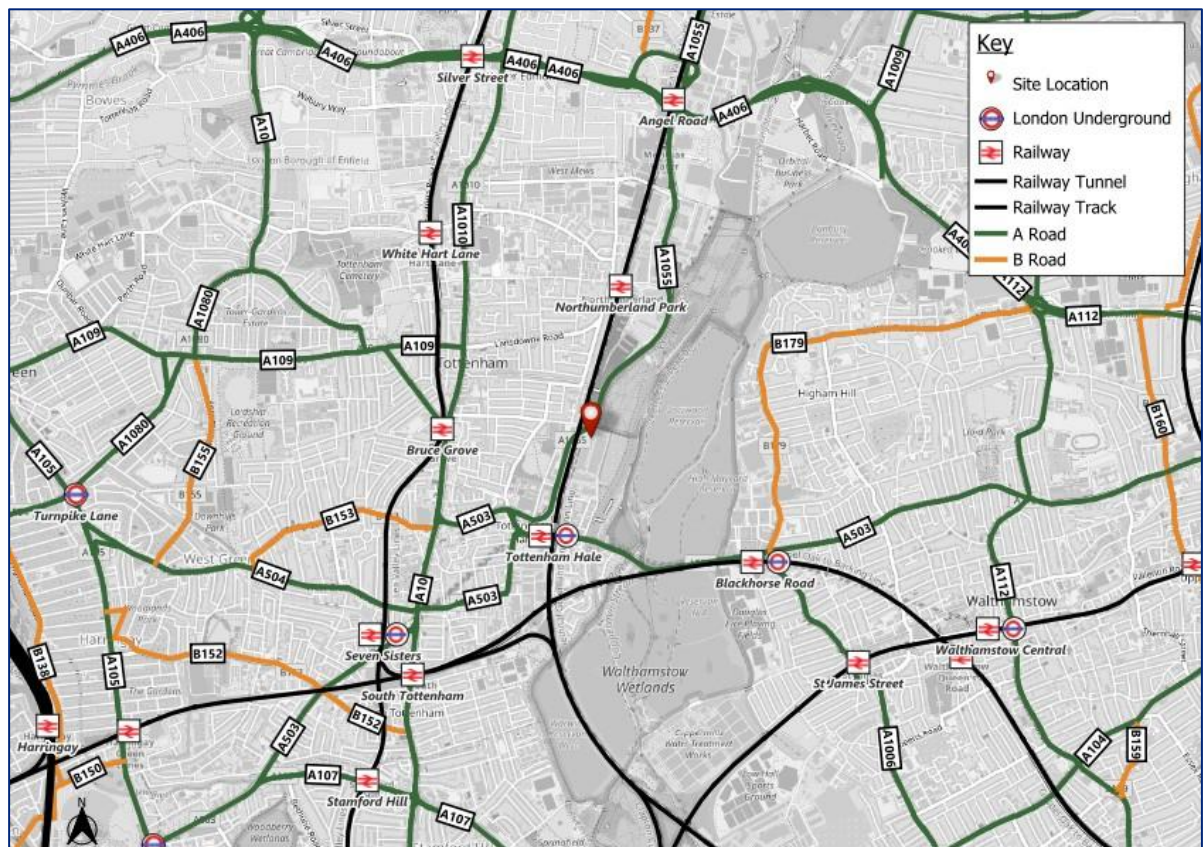
List of Appendices

A	Existing and proposed parking
B	TRICS data – existing use
C	TRICS data – proposed use

1 Introduction

- 1.1 Transport Planning Associates (**TPA**) has been appointed by J.Soteriou Properties LTD to provide transport planning and highway consultancy in relation to the redevelopment and conversion of Millmead Industrial Centre located on Mill Mead Road, N17 9QU.
- 1.2 The site is situated within North London near Tottenham and falls under the jurisdiction of London Borough of Haringey (**LBH**) as both the local and highway planning authority.
- 1.3 The location of the site is illustrated in **Figure 1.1**

Figure 1.1 Site Location - Wider Context



Source: © OpenStreetMap Contributors

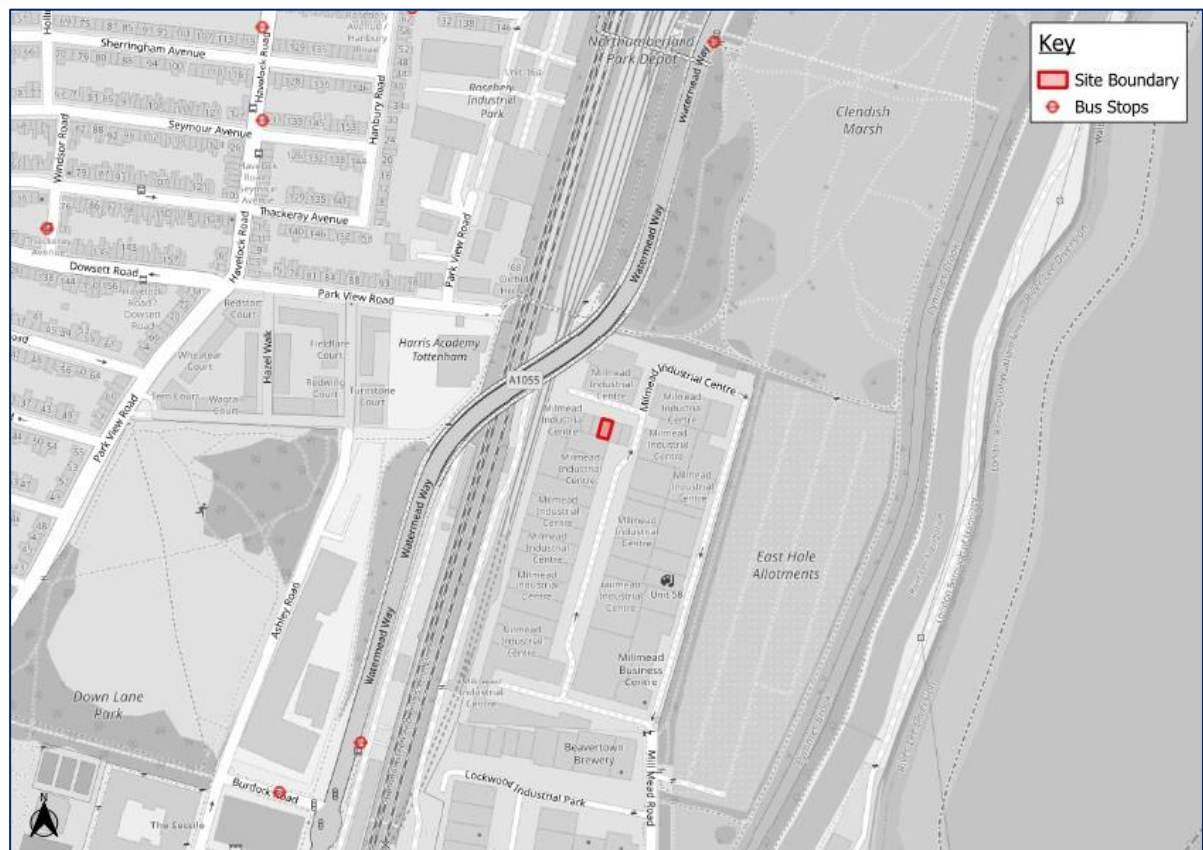
- 1.4 The site comprises Unit 28 of Millmead Industrial Centre, which is currently occupied by a joinery use. The development proposals seek to convert the existing unit to Class E(g)(i) office use, providing employment floorspace within the existing industrial estate.

Scope of the Report

- 1.5 This TS has been prepared to consider the highway and transport aspects of the proposed development as part of a suite of documents supporting the above planning application. It sets out the baseline position, describes the proposed scheme, and considers its impact on the existing surrounding transport network.
- 1.6 The rest of the report is set out as follows:
- **Chapter 2** – Site Context;
 - **Chapter 3** – National, Regional and Local Transport Policy;
 - **Chapter 4** – Development Proposal;
 - **Chapter 5** – Potential Impact;
 - **Chapter 6** – Parking Demand;
 - **Chapter 7** – Response to Highways Comments;
 - **Chapter 8** – Summary and Conclusion.

2 Baseline Conditions

- 2.1 This chapter sets out the baseline transport conditions surrounding the site, including the local highway network, pedestrian and cycle accessibility, public transport provision, parking controls and road safety conditions.
- 2.2 The site is located within Millmead Industrial Centre, in an established industrial and commercial area of Tottenham. The surrounding area is characterised by employment uses, industrial estates, servicing activity and local access roads, with vehicle movements associated with deliveries, servicing and staff travel forming part of the existing local transport context.
- 2.3 The site is located within London and benefits from the wider transport characteristics associated with Tottenham and the surrounding urban area. This includes access to local bus services, Tottenham Hale Station, the London Underground, National Rail services, walking and cycling routes, and the wider London highway network.
- 2.4 The baseline position therefore reflects both the local industrial setting of the site and the wider London transport environment, where a range of travel options are available. The following sections describe the existing conditions in further detail and provide the context for assessing the transport implications of the proposed development.
- 2.5 **Figure 2.1** demonstrates the local context of the site's location.

Figure 2.1 Site Location – Local Context

Source: © OpenStreetMap Contributors

Pedestrian and Cycle Accessibility

Pedestrian

- 2.6 The site benefits from pedestrian accessibility, with footways provided along Mill Mead Road and connections to the surrounding highway network. The site is also within walking distance of Tottenham Hale Station and a range of local services.
- 2.7 Footway widths along Mill Mead Road generally range from 2m to 2.5m. Dropped kerbs, tactile paving, zebra crossings and street lighting are also provided along Mill Mead Road.
- 2.8 Mill Mead Road connects to Ferry Lane, providing onward pedestrian routes towards bus stops, Tottenham Hale Station and the local highway network. Ferry Lane benefits from signal-controlled crossings, supporting safe pedestrian movement along the route.
- 2.9 With regards to catchment, the (then) Institution of Highways & Transportation publication 'Providing for Journeys on Foot' identifies the desirable, acceptable and preferred maximum walking distances to

various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

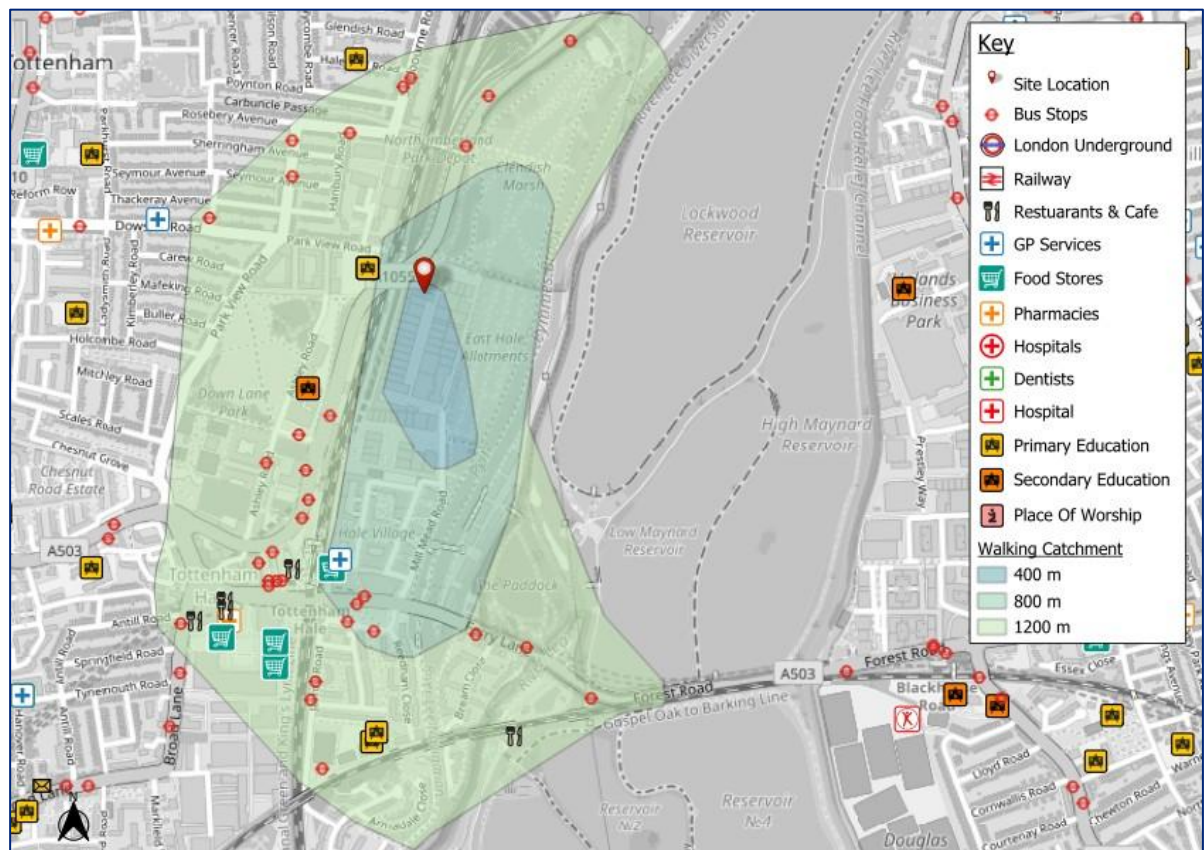
	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of *Providing for Journeys on Foot (IHT)*

- 2.10 CIHT's Planning for Walking (2015) guidance quotes the Department for Transport's (**DfT**) document 'Building Sustainable Transport into New Developments' (2008), which states:

*"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"*¹

¹ *Planning for Walking (CIHT, 2015, para 6.4)*

Figure 2.2 Walking Catchment

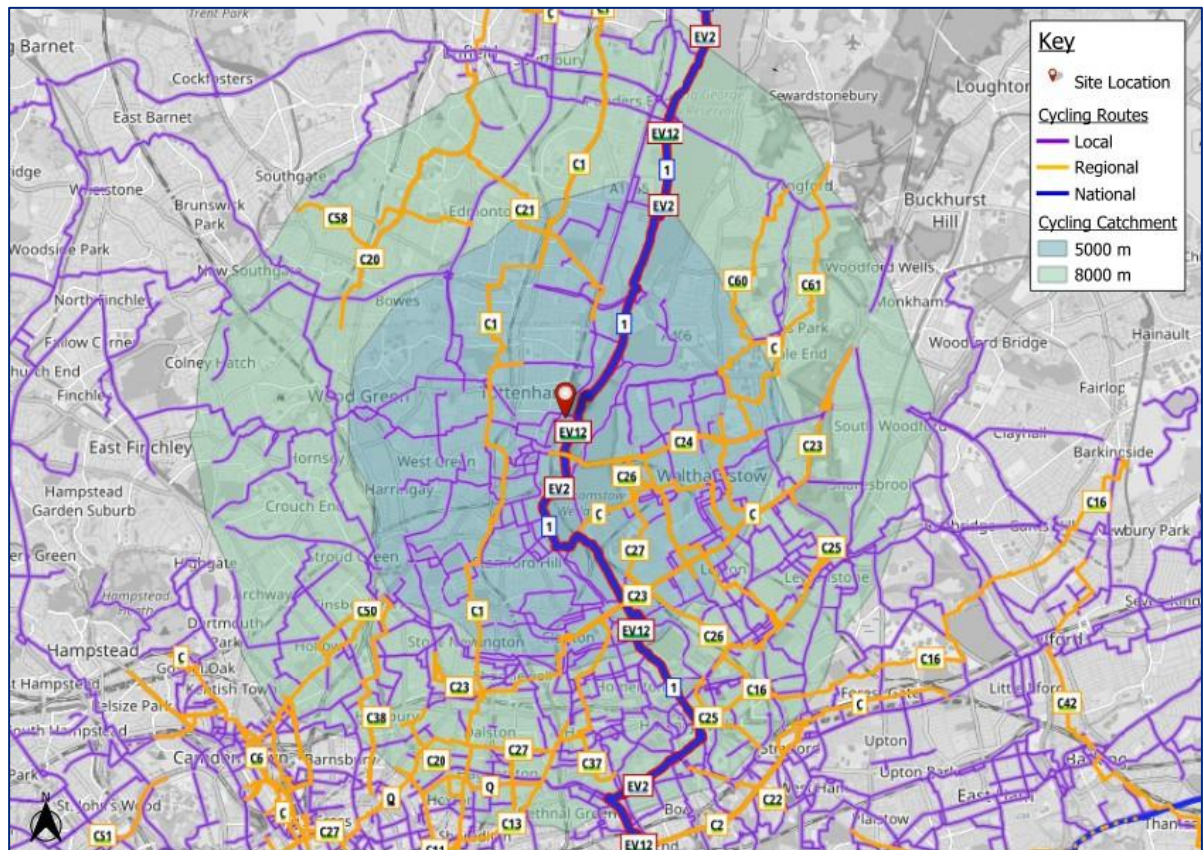
Source: © OpenStreetMap Contributors

Cycling

- 2.11 The site is well located to support cycling as a sustainable mode of travel, benefitting from proximity to Tottenham Hale and the wider London cycling network.
- 2.12 Mill Mead Road is subject to a 20mph speed limit. This creates a lower-speed environment for cyclists travelling on-carriageway alongside general traffic.
- 2.13 The site benefits from connections to the wider cycling network. National Cycle Route 1 is located within close proximity to Ferry Lane, adjacent to Mill Mead Road, and provides a strategic north-south cycling corridor through the Lea Valley and towards destinations including Tottenham Hale, Walthamstow, Hackney and central London.
- 2.14 In addition to this regional route, the surrounding Tottenham Hale area includes a number of local cycling routes, which connect the site with nearby residential areas, employment areas, Tottenham Hale Station, the River Lee corridor and local services. These routes provide practical local connections for short-distance trips and link into the wider TfL Cycleways and London Cycle Network.

- 2.15 **Figure 2.3** illustrates the cycle network in the vicinity of the site and highlights the areas that can be reached within approximately 20-35 minutes by cycle, equivalent to around 5-8km.

Figure 2.3 Cycling Catchment



Source: © OpenStreetMap Contributors

- 2.16 Overall, the cycle network in the vicinity of the site provides access to both local and regional routes, supporting cycling as a realistic travel option for future staff and visitors.

Public Transport

Bus Services

- 2.17 The nearest bus stop to the site is Mill Mead Stop, located on Ferry Lane, approximately 800m from the site. The stop is positioned on the surrounding highway network adjacent to Mill Mead Road, which provides onward access towards the site.
- 2.18 The bus stop infrastructure includes flagpole signage, sheltered waiting areas, seating, and surrounding streetlighting, providing convenient access to local bus services operating throughout Tottenham and the wider London area.

- 2.19 Overall, the site benefits from access to bus services, supporting sustainable travel opportunities for future users of the development.
- 2.20 A summary of the relevant routes, service frequencies and destinations is provided in Table 2.2.

Table 2.2 Summary of Bus Services

Service	Route	Average Frequency		
		Monday - Friday	Saturday	Sunday
Mill Mead Stop				
123	Turnpike Lane Station – Tottenham Hale – Hainault Street	Every 7-12 minutes	Every 8-12 minutes	Every 11-13 minutes
	Hainault Street – Tottenham Hale – Turnpike Lane Station	Every 6-12 minutes	Every 9-12 minutes	Every 9-13 minutes
230	Upper Walthamstow – Tottenham Hale – Wood Green	Every 12-15 minutes	Every 16-19 minutes	Every 14-20 minutes
	Wood Green – Tottenham Hale – Upper Walthamstow	Every 12-15 minutes	Every 15-19 minutes	Every 15-30 minutes
N74*	Oxford Circus – Walthamstow Central	12 per night	22 per night	12 per night
	Walthamstow Central – Oxford Circus	10 per night	22 per night	10 per night
W4	Oakthorpe Park – Ferry Lane	Every 8-14 minutes	Every 9-12 minutes	Every 10-13 minutes
	Ferry Lane – Oakthorpe Park	Every 8-13 minutes	Every 8-12 minutes	Every 10-13 minutes

Source: tfl.gov.uk & bustimes.org

Notes: *Night Bus

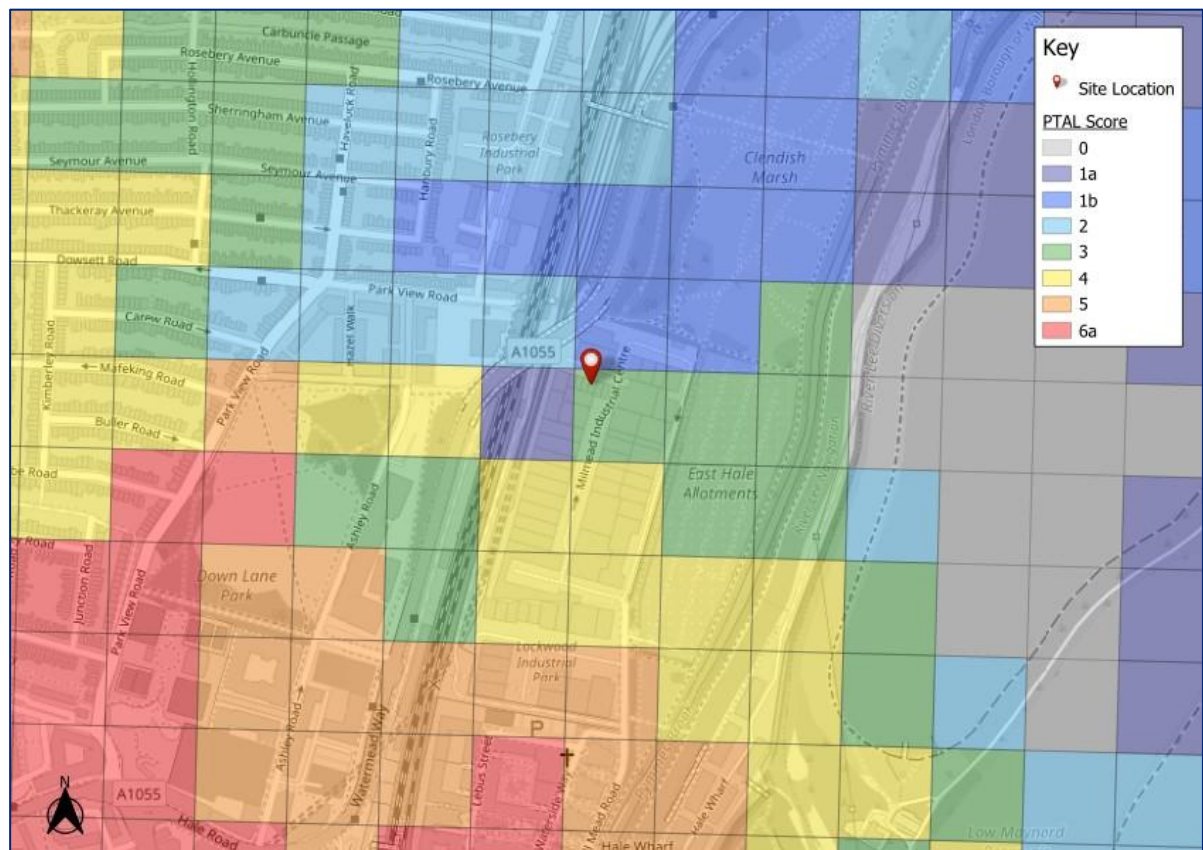
Rail Services

- 2.21 The site benefits from convenient access to rail and London Underground services, with Tottenham Hale Station located approximately 1km from the site. Given the site's location within London, the Underground and rail network provides a high level of accessibility, with frequent services supporting convenient travel across London and beyond.

- 2.22 Tottenham Hale Station is served by the Victoria line and National Rail services, including Stansted Express and Greater Anglia routes. The station provides direct Underground connections towards Seven Sisters, Finsbury Park, King's Cross St Pancras, Oxford Circus, Green Park and Victoria, enabling easy access to central London, the West End and wider interchange opportunities.
- 2.23 National Rail services from Tottenham Hale also provide key onward connections to London Liverpool Street, Stratford, Cambridge and Stansted Airport. This reduces reliance on private car travel and supports the sustainable accessibility of the site.
- 2.24 Tottenham Hale Station provides a range of passenger facilities which support convenient and accessible use of the station, including step-free access, ticketing facilities, cycle parking, customer information displays and sheltered waiting areas. These facilities support access for a range of users and contribute to the overall practicality of rail and Underground travel from the site.
- 2.25 Overall, the proximity of Tottenham Hale Station provides the site with strong public transport accessibility, with frequent Underground and rail services offering practical connections to central London, key employment areas, regional destinations and Stansted Airport.

PTAL

- 2.26 Public Transport Accessibility Levels (**PTAL**) provides a measure of the accessibility of a location to the public transport network, taking into account the walking distance to nearby public transport services and the frequency of those services.
- 2.27 The site's PTAL rating is shown in **Figure 2.4** and provides an indication of the level of public transport accessibility available within the vicinity of the site.

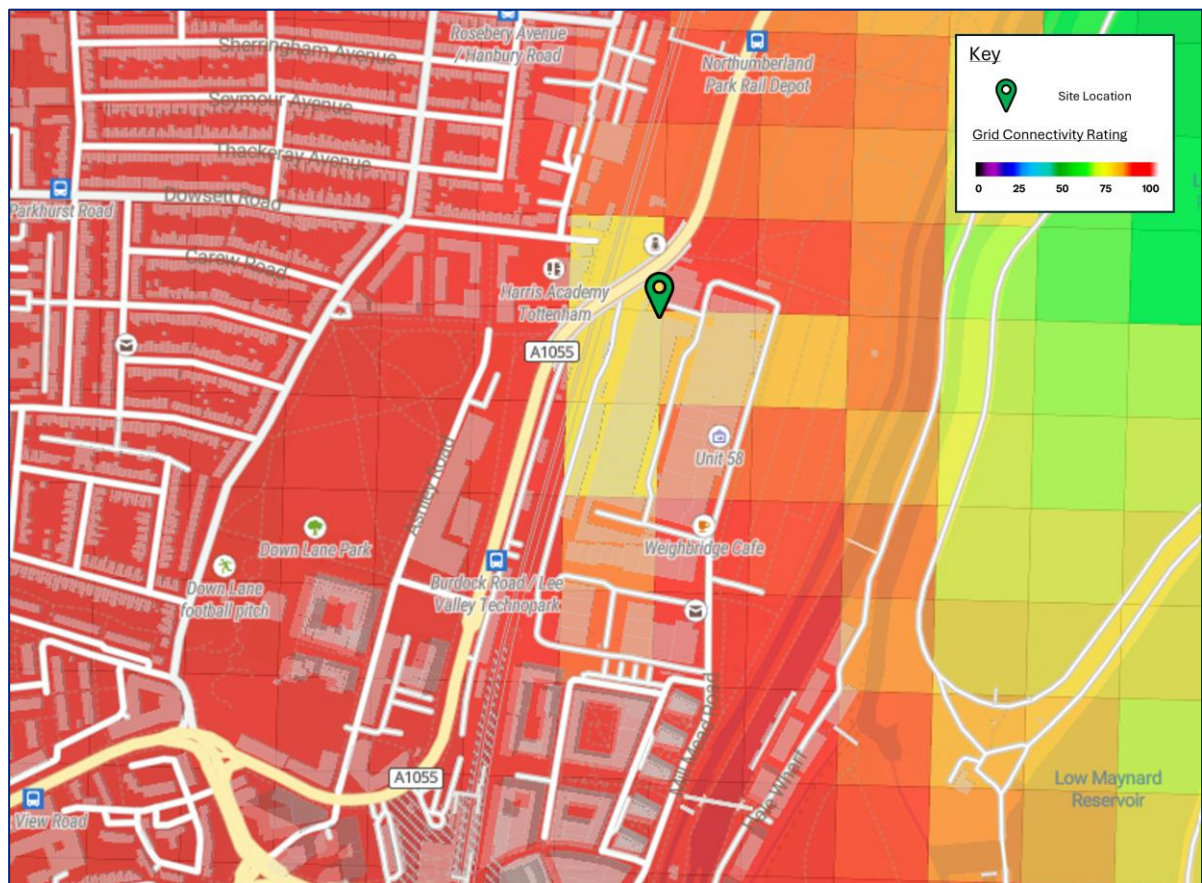
Figure 2.4 PTAL

Source: © OpenStreetMap Contributors

- 2.28 The PTAL score of the site location is 3, indicating a moderate level of public transport accessibility. However, areas to the south of the site, towards Mill Mead Road and Ferry Lane, have PTAL scores of 5 and 6a. This demonstrates a very strong PTAL score within the vicinity of the site.

Sustainable Access Measure

- 2.29 The Sustainable Access Measure is informed by an assessment of the site's connectivity using the Connectivity Tool. This identifies the existing level of accessibility from the site to key local destinations and sustainable transport infrastructure, including walking and cycling routes, bus stops and railway stations. The resulting connectivity score provides a clear indication of the site's current sustainable access performance and helps identify where targeted improvements may be appropriate to enhance connections for future users.

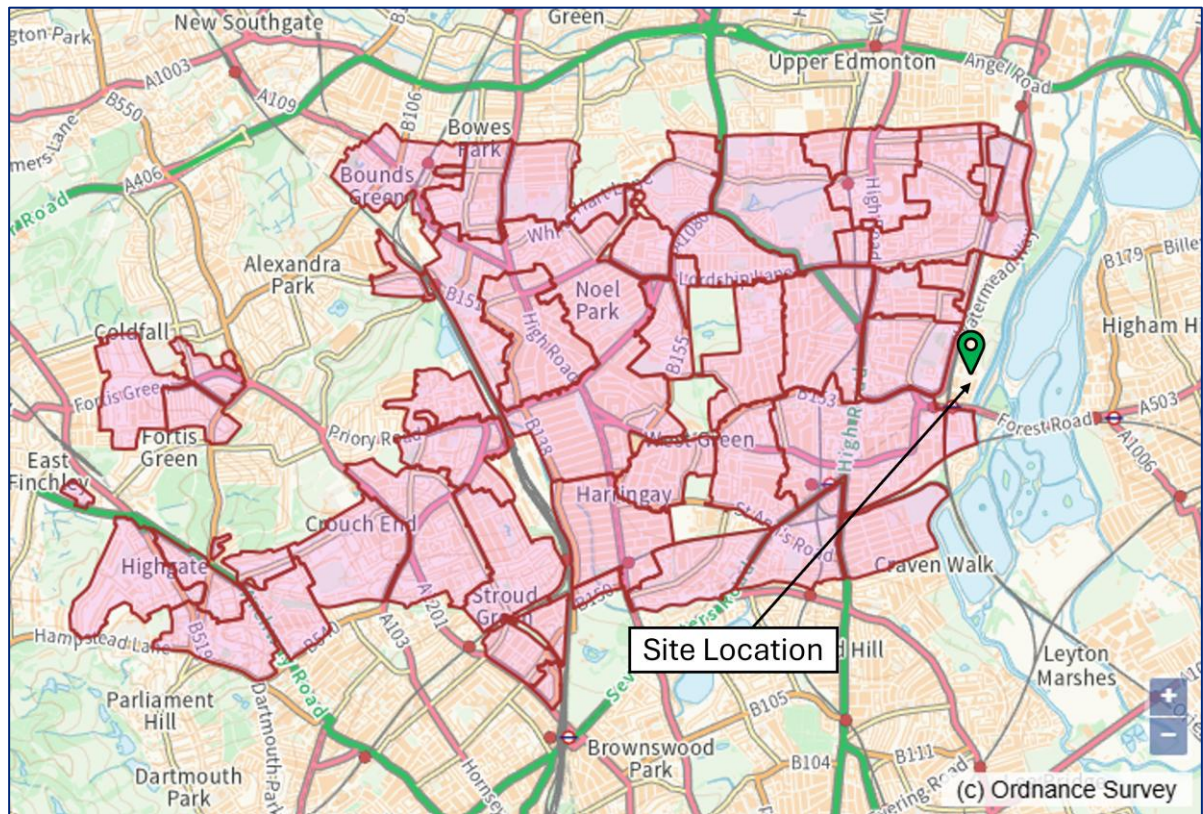
Figure 2.5 Connectivity Score

Source: connectivity-tool-lite.dft.gov.uk

- 2.30 The connectivity score for the site itself ranges between approximately 74 and 85, reflecting a strong level of existing sustainable access.
- 2.31 The surrounding area additionally demonstrates a high level of connectivity, particularly towards the south and west of the site, where the score averages to around 90, indicating very good accessibility to local services, facilities and sustainable transport connections.

Local Highway Network

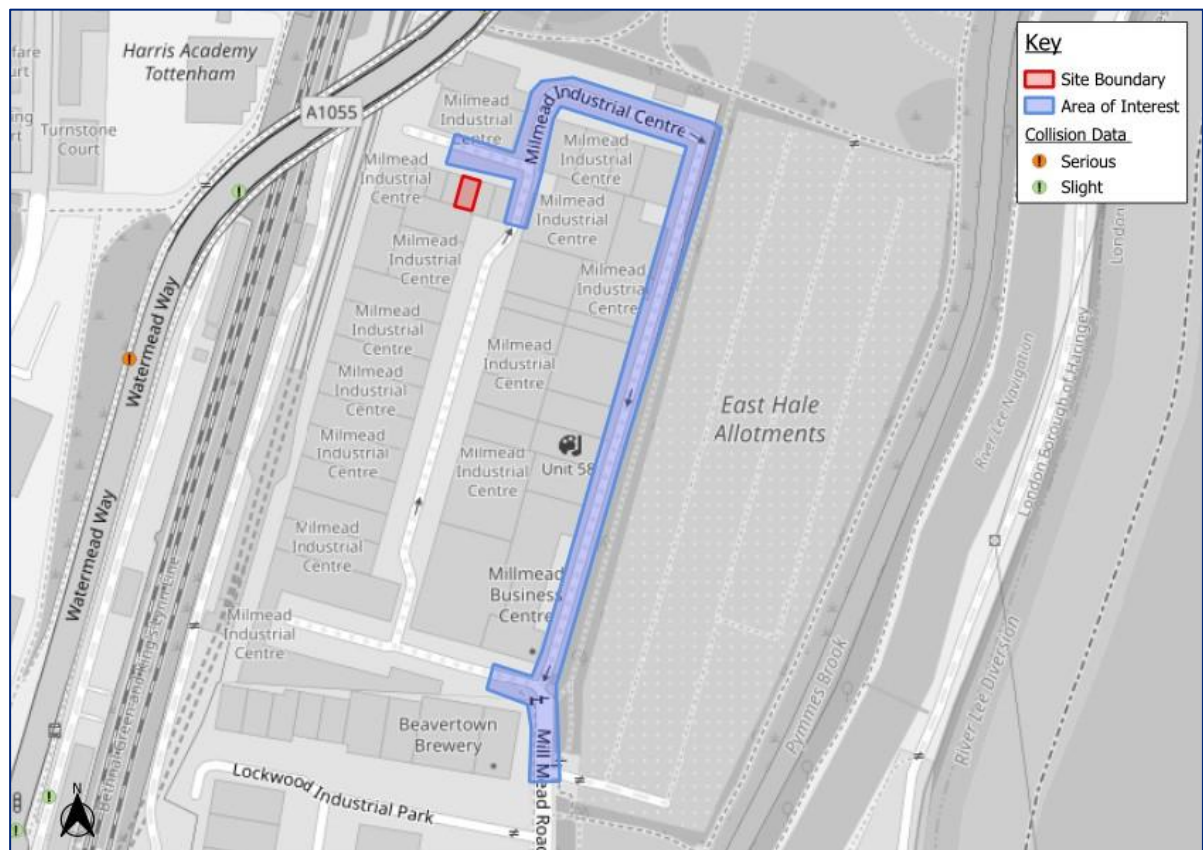
- 2.32 The site is accessed from Mill Mead Road, which forms part of the local highway network and provides connections to the surrounding industrial, commercial and local centre areas.
- 2.33 Mill Mead Road is subject to a 20mph speed limit. The carriageway is over 6.5m in width and is therefore of sufficient width to accommodate general traffic movements and access to the surrounding areas.

Figure 2.7 Haringey Controlled Parking Zone

Source: [Haringey.gov.uk/parking/cpzs](https://www.haringey.gov.uk/parking/cpzs)

Road Safety

- 2.38 Personal Injury Collision (**PIC**) data for the surrounding area has been obtained from TfL collisions data for the most recent available five-year period (2020 to 2025).

Figure 2.8 Personal Injury Collision Data

Source: TfL road-safety Collision Data

- 2.39 A review of the PIC data has been undertaken for the local roads surrounding the site, which extends to Mill Mead Road and the junctions along the area of interest.
- 2.40 The analysis identifies that there were no collision incidents within the study area over the recorded study period.
- 2.41 The collision data indicates that the surrounding highway network operates safely, with no identifiable collision patterns or highway safety concerns that would suggest the proposed development would result in an unacceptable impact on highway safety or sustainable accessibility.

3 National, Regional and Local Transport Policy

3.1 This chapter will provide the transport planning policy and guidance context for the scheme and include reference to:

- The National Planning Policy Framework (2026)
- The London Plan (March 2021); and
- Haringey's Local Plan Strategic Policies (2013-2026)

3.2 The National Planning Policy Framework (**NPPF**), updated in August 2026, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

"any efficient, safe and accessible means of transport with overall low impact on the environment, including walking, wheeling, cycling and public transport."

3.4 Regarding sustainability, it states that:

"the purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest."

'the connectivity tool should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development'.

3.5 Regarding transport assessments/statements and travel plans, it states that:

"should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans identifying fall back options if initial measures do not deliver the expected outcomes."

3.6 According to the NPPF, applications for development, inter alia:

a) give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchment for bus or other public transport services

b) Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c) Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

- i) Minimise the scope for conflict between pedestrians, cyclists and vehicles;*
- ii) Meet the needs of disabled people, older people and children in relation to all modes of transport, and*
- iii) Avoid unnecessary street clutter.*

d) allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles

e) Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

[...]"

3.7 Considering development proposals:

"Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."

The London Plan (2021)

3.8 The London Plan (March 2021) concerns all 32 London boroughs and the Corporation of London and sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years.

3.9 Enabling sustainable modes of transport supports the mayor's vision. The London Plan states that London should be:

"Improving processes, opening up new markets and allowing more flexible working. Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive (para 1.5.4)".

3.10 The London Plan states that:

'When calculating general parking provision with relevant standards, the starting point for discussions should be the highest existing or planned PTAL at the site'²

3.11 This demonstrates that the site itself is located within a PTAL 3, therefore it should be classed as a PTAL score of 3.

3.12 Table 3.1 shows the parking standards for an office land use.

Table 3.1 Maximum office parking standards

Location	Maximum parking provision
Outer London	Up to 1 space per 100 sq.m (GIA)

Source: Table 10.4 – Maximum office parking standards : from the London Plan

3.13 Table 3.2 shows the cycle parking standards for an office land use.

² Page 183. 10.6.4 of the London Plan (2021)

Table 3.2 Minimum cycle parking standards

Use Class		Long Stay	Short Stay
B1	Business Offices	rest of London: 1 space per 150 sqm (GEA)	- first 5,000 sqm: 1 space per 500 sqm - thereafter: 1 space per 5,000 sqm (GEA)

Source: Table 10.2 – Minimum Cycle Parking Standards of the London Plan

Haringey's Local Plan: Strategic Policies (2013-2026)

- 3.14 The Local Plan: Strategic Policies sets out a vision and key policies for the future development of the borough up to 2026. It takes forward the priorities of Haringey as a place to live, work and visit, and contains key policies and an implementation framework to deliver the vision.
- 3.15 SP7: Transport focuses on promoting sustainable travel and ensuring all development is properly integrated with all forms of transport.
- 3.16 The Local Plan aims to improve local place shaping, the public realm, and environmental and transport quality and safety by:
- 3.17 The Local Plan aims to 'improve local place shaping and public realm, and environmental and transport quality and safety by:
- *'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'*
 - *Seeking to mitigate the impact of road based freight and promote alternatives'*
- 3.18 The site location is within an area where the PTAL rating is 3; however, the surrounding area has higher PTAL ratings, indicating that sustainable transport connections are accessible within close proximity. Furthermore, the Connectivity Tool identifies a high connectivity score of between 74 and 85 for the site, with surrounding areas averaging around 90, further supporting the accessibility of the site by sustainable modes.

4 Development Proposal

Scheme

- 4.1 The proposed development comprises the change of use of Unit 28, Millmead Industrial Centre from a joinery workshop, which falls within Use Class B2, to office accommodation within Use Class E(g)(i). The unit has a gross internal area of approximately 195sqm and is located within the established Millmead Industrial Centre on Mill Mead Road, Tottenham Hale.
- 4.2 The proposals would retain the existing building envelope, with works limited to internal alterations to facilitate the proposed office use. No external alterations to the unit are proposed, bar parking layout adjustments.
- 4.3 The change of use would remove the former industrial joinery operations from the site, including associated machinery, dust and noise-generating activities, while continuing to support employment activity within the estate through the provision of office floorspace.

Access

- 4.4 Vehicular and pedestrian access to the unit would continue to be taken from the existing access arrangements serving Millmead Industrial Centre from Mill Mead Road. No changes are proposed to the existing access points, internal estate roads or servicing arrangements.
- 4.5 The retention of the existing access arrangement is considered appropriate given the modest scale of the proposed office use and the absence of any external works. The proposal would also remove industrial workshop activity from Unit 28, which is expected to reduce the intensity of servicing and operational vehicle movements associated with the former joinery use.

Parking

- 4.6 The existing site layout includes three car parking spaces associated with Unit 28. Following review by Haringey Council, it was noted that the site has a moderate PTAL rating and that car parking should have regard to the London Plan maximum parking standard for office uses of one space per 100sqm.
- 4.7 On the basis of a proposed office floorspace of approximately 195sqm, the London Plan maximum standard would equate to up to two car parking spaces. The client therefore proposes to retain two car parking spaces, one of which would be provided as a disabled parking space.

- 4.8 Based on a 195sqm office floorspace and the 'Rest of London' standard, the proposal would require two long-stay cycle spaces and one short-stay cycle space. This equates to three cycle parking spaces in total, which would be accommodated through the conversion of an existing car parking space to cycle parking and provision of a bike store.
- 4.9 Plans illustrating the existing and proposed parking arrangements are provided at **Appendix A**.

5 Potential Impact

- 5.1 To determine the potential impact of the proposed development, the number of vehicular trips likely to be generated has been determined with reference to the Trip Rate Information Computer System (TRICS) database (Version 8.26.3).

Existing Generation

- 5.2 In order to assess the net impact of the proposal, the forecast trip generation has been compared against the trip rates associated with the site's use as an industrial unit.
- 5.3 To derive the likely level of traffic generated by the existing industrial use of the site, reference has been made to the TRICS database. The full TRICS output is presented in **Appendix B**.
- 5.4 The following parameters were used to select suitable proxy sites from the TRICS database.
- Land Use: 02 – Employment, Category: C – Industrial Unit
 - Range of units (sqm) – 620 to 10000
 - Weekday surveys only
 - Sites located in 'Edge of Town Centre' and 'Suburban Area'
 - Sites located within a 'Built-Up Zone' and 'Industrial Zone'
- 5.5 It is acknowledged that the TRICS parameters do not provide an exact match to the proposed development or its London context. This is due to the limited availability of directly comparable survey sites within the TRICS database, particularly sites with comparable PTAL characteristics. As such, PTAL-specific survey sites have not been included within the assessment. However, proxy sites have been selected which reflect broadly similar urban characteristics, including dense built-up locations, employment-based land uses and comparable surrounding land use contexts. This is considered to provide a robust and proportionate basis for estimating the likely trip generation associated with the existing use.

Table 5.1 Industrial Unit – Existing Trip Rates

Peak Period	Trip rate/ 100m ²		Traffic Generation (195 ²)		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.517	0.182	1	0	1
PM Peak (17:00-18:00)	0.105	0.738	0	1	1

Source: TRICS (Version 8.26.3)

Notes: Arithmetic error due to rounding

- 5.6 Table 5.1 shows that the existing industrial use is forecast to generate one two-way vehicle movement during the AM peak hour and one two-way vehicle movement during the PM peak hour.

Proposed Development Trip Generation

- 5.7 A comparable approach has been undertaken to derive the trip generation associated with the proposed development, using the TRICS database to establish trip rates for the office land use. The full TRICS output is presented in **Appendix C**.
- 5.8 The following parameters were used to select suitable proxy survey sites from the TRICS database:
- Land Use: 02 – Employment, Category: A – Office
 - Range of units (sqm) – 170 to 10000
 - Weekday surveys only
 - PTAL surveys only
 - Sites located in 'Town Centre'
 - Sites located within a 'Built-Up Zone' and 'Commercial Zone'

Table 5.2 Offices – Proposed Development Trip Rates

Peak Period	Trip rate/ 100m ²		Traffic Generation (195 ²)		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak (08:00-09:00)	1.112	0.179	2	0	2
PM Peak (17:00-18:00)	0.125	0.982	0	2	2

Source: TRICS (Version 8.26.3)

Notes: Arithmetic error due to rounding

- 5.9 Table 5.2 shows that the proposed office use is forecast to generate two two-way vehicle movements during the AM peak hour and two two-way vehicle movements during the PM peak hour.
- 5.10 The net impact assessment indicates that the proposed change of use would result in a minor increase in vehicle trips when compared with the existing industrial use.
- 5.11 A net impact assessment has been undertaken to compare the trip generation of the existing use against the proposed use. This comparison identifies the change in trips arising from the change of use and demonstrates the likely impact of the proposed scheme.

Table 5.3 Net Impact Assessment.

Peak Period	Trip Generations		
	Arrivals	Departures	Total
Existing			
AM Peak (08:00-09:00)	1	0	1
PM Peak (17:00-18:00)	0	1	1
Proposed			
AM Peak (08:00-09:00)	2	0	2
PM Peak (17:00-18:00)	0	2	2
Net Change			
	+1	+1	+2

- 5.12 Table 5.3 shows that the proposed development would result in a net increase of one two-way vehicle movement during the AM peak hour and one two-way vehicle movement during the PM peak hour. Overall, this equates to a total increase of two two-way vehicle movements across the assessed peak periods, demonstrating that the change of use would result in only a slight increase in vehicle activity.
- 5.13 Overall, the proposed office use is forecast to generate a very modest level of additional vehicle activity, with only one additional two-way movement in each peak hour. This level of demand can be accommodated by the two retained car parking spaces, including one disabled space, and is not expected to result in any material overspill parking, highway capacity or operational impact.

6 Parking Demand

- 6.1 This chapter considers the likely parking demand associated with the existing and proposed land uses. The assessment uses the vehicle trip rates set out in **Chapter 5** to prepare a parking accumulation, which considers the number of vehicles arriving and departing each hour across the day.
- 6.2 The purpose of the accumulation assessment is to estimate; how many vehicles may be parked on-site at any one time. This provides a comparison between the existing industrial use and the proposed office use and allows the resulting parking demand to be considered against the proposed retained parking provision.
- 6.3 A comparison between the two land uses is provided to identify any peak parking demand arising from the proposed change of use.

Table 6.1 Existing Use Parking Accumulation

Peak Period	Trip Rate / 100m ²		Traffic Generation (195m ²)		
	Arrivals	Departures	Arrivals	Departures	Accumulation
06:00-07:00	0.443	0.164	1	0	1
07:00-08:00	0.58	0.091	1	0	2
08:00-09:00	0.517	0.182	1	0	3
09:00-10:00	0.311	0.225	1	0	4
10:00-11:00	0.24	0.216	0	0	4
11:00-12:00	0.196	0.24	0	0	4
12:00-13:00	0.225	0.273	0	1	3
13:00-14:00	0.244	0.201	0	0	3
14:00-15:00	0.139	0.139	0	0	3
15:00-16:00	0.201	0.211	0	0	3
16:00-17:00	0.187	0.479	0	1	2
17:00-18:00	0.105	0.738	0	1	1
18:00-19:00	0.014	0.149	0	0	1

Source: TRICS (Version 8.26.3)

Notes: Arithmetic error due to rounding

- 6.4 Table 6.1 shows that the existing use would reach a maximum parking accumulation of four vehicles, occurring between 09:00 and 12:00. This indicates the highest theoretical number of vehicles expected to be parked on-site at one time under the existing use.

Table 6.2 Proposed Use Parking Accumulation

Peak Period	Trip Rate / 100m ²		Traffic Generation (195m ²)		
	Arrivals	Departures	Arrivals	Departures	Accumulation
06:00-07:00					
07:00-08:00	0.358	0.027	1	0	1
08:00-09:00	1.112	0.179	2	0	3
09:00-10:00	0.594	0.184	1	0	4
10:00-11:00	0.258	0.157	1	0	5
11:00-12:00	0.163	0.155	0	0	5
12:00-13:00	0.203	0.271	0	1	4
13:00-14:00	0.239	0.193	0	0	4
14:00-15:00	0.13	0.141	0	0	4
15:00-16:00	0.155	0.277	0	1	3
16:00-17:00	0.149	0.659	0	1	2
17:00-18:00	0.125	0.982	0	2	0
18:00-19:00	0.038	0.244	0	0	0

Source: TRICS (Version 8.26.3)

Notes: Arithmetic error due to rounding

- 6.5 Table 6.2 shows that the proposed office use would reach a maximum parking accumulation of five vehicles, occurring between 10:00 and 12:00. This represents a small increase of one vehicle when compared with the existing use and provides a theoretical worst-case parking demand based on the forecast hourly trip profile.

7 Response to Highways Comments

- 7.1 This chapter provides a response to the comments raised by the highway officer in relation to the proposed change of use. It summarises the key matters raised and explains how these have been addressed within this Transport Statement, including public transport accessibility, parking provision, parking demand, cycle parking and potential mitigation measures.
- 7.2 The transport officer's comments are listed below:
- *"The public transport accessibility for Unit 28 is not as good (PTAL=4) as suggested. Please see extract below that indicates that Unit 28 is very close to an area with PTAL=1b rather than 4."*
 - *"The proposed reduction in car parking provision is acknowledged. However, the existing parking conditions are considered poor / congested as illustrated below."*
 - *"The proposed office use is expected to generate considerably more vehicular trips, in the context of poor accessibility, than the existing use and more than the proposed provision of two car parking spaces can accommodate, approximately based on one employee per 10sqm. An assessment of the impact of the proposals on parking stress is therefore considered necessary."*
 - *"Full details of the provision for cycle parking and supporting facilities are required."*
 - *"A Transport Statement should be prepared to consider the full transport impacts of the proposed use, including identification of effective mitigation where necessary."*
- 7.3 The comments raised by the highway officer have been reviewed and addressed within this Transport Statement. The accessibility section has been updated to reflect the site's PTAL context, noting that the site has a moderate PTAL rating and that sustainable transport connections are available within the surrounding area.
- 7.4 The proposed parking provision has also been reviewed against the London Plan office parking standard. Based on a 195sqm office floorspace, the maximum provision would be two car parking spaces. The proposal therefore retains two spaces, including one disabled parking space, and converts the remaining two existing spaces to cycle parking.
- 7.5 A parking accumulation exercise has been undertaken to address the officer's request for a parking stress assessment. This shows that the existing use would reach a maximum accumulation of four vehicles, while the proposed office use would reach a maximum accumulation of five vehicles. The difference is therefore limited to one additional vehicle at the peak accumulation point.
- 7.6 The trip generation assessment also demonstrates that the proposed office use would result in only one additional two-way vehicle movement in each of the AM and PM peak hours when compared with

the existing industrial use. On this basis, the proposal should not be resisted on highway or parking grounds, as the increase in vehicle activity is minimal and would not result in a material impact on the surrounding highway network.

- 7.7 Full details of the cycle parking requirement have also been set out within the Development Proposal chapter. Based on the Rest of London standard, the proposed office floorspace requires three cycle parking spaces in total, comprising two long-stay spaces and one short-stay space. These would be accommodated through the conversion of an existing car parking spaces.
- 7.8 Should the highway authority deem it to be suitable and necessary the applicant would be content to accept a planning condition requiring that a Travel Plan is provided for the site, in order to seek to mitigate the impact of the additional traffic generation / parking demand.

8 Summary and Conclusion

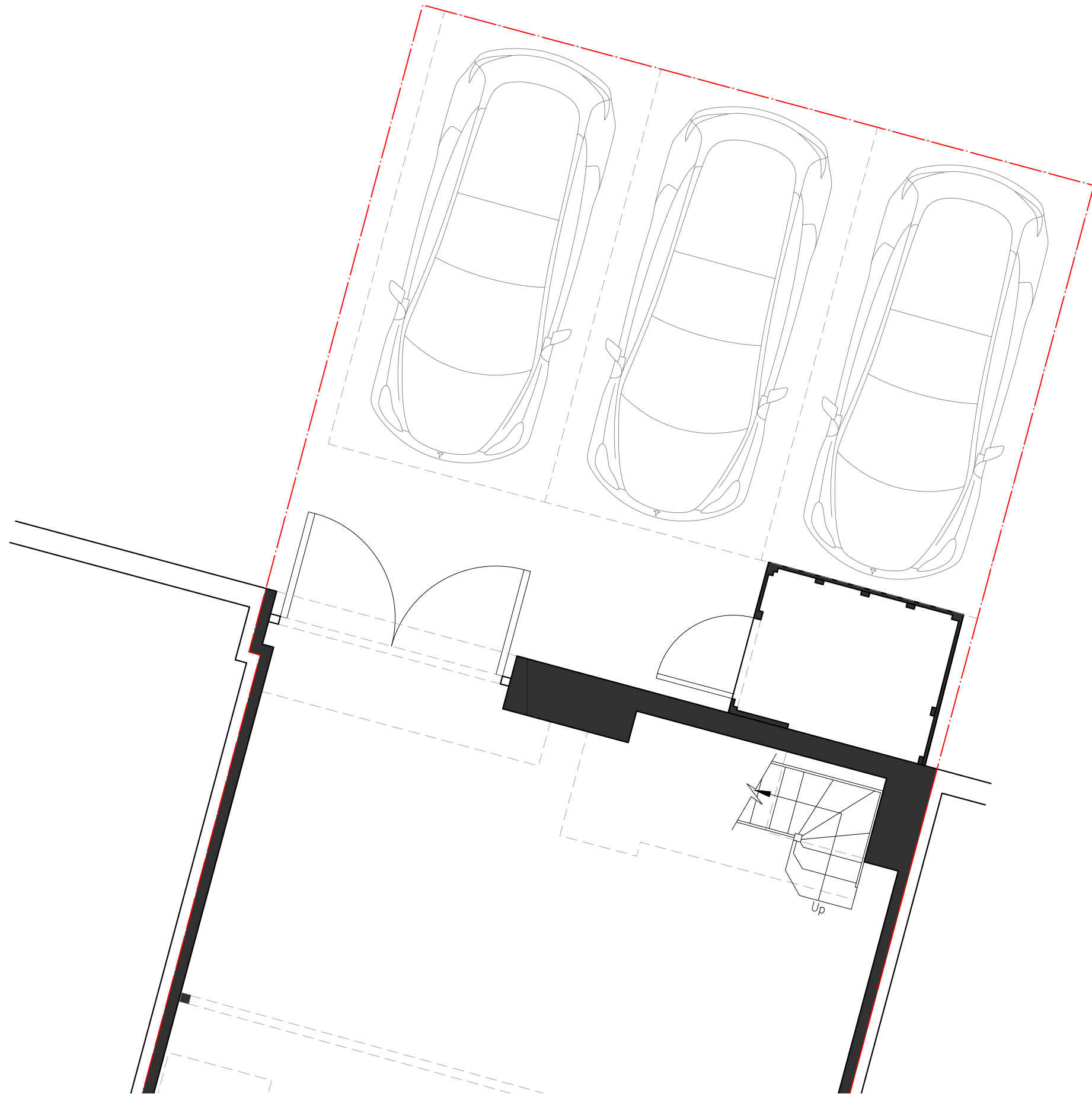
Summary

- 8.1 This Transport Statement has been prepared in support of the proposed change of use of Unit 28, Millmead Industrial Centre from a joinery workshop within Use Class B2 to office accommodation within Use Class E(g)(i).
- 8.2 The site is located within an established industrial and commercial estate in Tottenham Hale and benefits from access to local pedestrian, cycle, bus, rail and Underground connections. Although the site has a PTAL rating of 3, higher PTAL ratings are present nearby, and the local connectivity assessment indicates good access to surrounding services and sustainable transport options.
- 8.3 The proposals would retain the existing building and access arrangements, with no external alterations proposed. Two car parking spaces would be retained in accordance with the London Plan maximum office parking standard, including one disabled parking space, while the remaining existing space would be converted to provide cycle parking. This would meet the requirement for three cycle parking spaces in total, comprising two long-stay (inside a bike store) and one short-stay space.
- 8.4 The trip generation assessment demonstrates that the proposed office use would generate only two two-way vehicle movements in both the AM and PM peak hours. When compared with the existing industrial use, this represents a net increase of one two-way vehicle movement in each peak hour, which is considered negligible in transport terms.

Conclusion

- 8.5 Overall, the proposed change of use would make effective use of the existing unit while retaining established access arrangements and reducing the level of car parking on-site to a level that is policy compliant. The modest level of forecast vehicle activity would not be expected to result in any material impact on parking, highway capacity or highway safety. It is therefore concluded that there are no transport or highway reasons why the proposed development should not be supported.

APPENDIX A

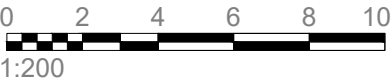


FOR APPROVAL

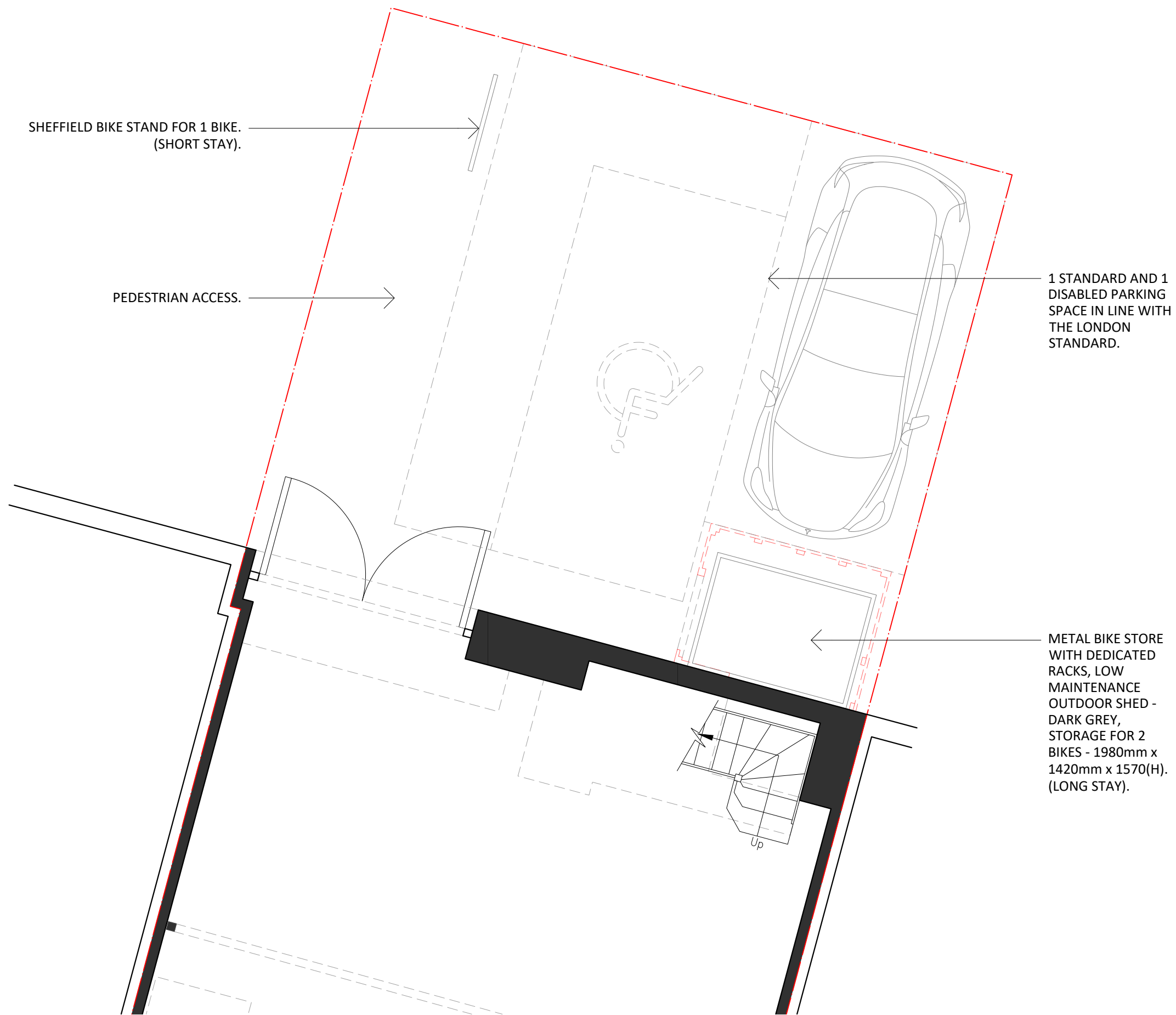
Location
UNIT 28 MILLMEAD INDUSTRIAL
ESTATE, TOTTENHAM HALE

Title
EXISTING PARKING PLAN

Scale 1:200 @ A3	Drawn SB	Checked HE	Date SEP 26
Drawing Number 2385_YPUK_P002(A)	Revision P1		



YOURPLANS



FOR APPROVAL

Location
UNIT 28 MILLMEAD INDUSTRIAL
ESTATE, TOTTENHAM HALE

Title
PROPOSED PARKING PLAN

Scale 1:200 @ A3	Drawn SB	Checked HE	Date SEP 26
Drawing Number 2385_YPUK_P002(B)			Revision P1



APPENDIX B

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
		1 day
02	SOUTH EAST	
	HF	HERTFORDSHIRE
		1 day
03	SOUTH WEST	
	BR	BRISTOL CITY
		1 day
	DV	DEVON
		1 day
	GS	GLOUCESTERSHIRE
		1 day
04	EAST ANGLIA	
	NF	NORFOLK
		1 day
10	WALES	
	CF	CARDIFF
		1 day

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

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

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:	GFA
Actual Range:	690 to 6604 (units:sqm)
Range Selected by User:	620 to 10000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/07/00 to 14/04/25

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
Thursday	3 days

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

Selected survey types:	
Manual count	7
Direction ATC Count	0

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	1 days
Suburban Area	6 days

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:	
Built-Up Zone	1 days
Industrial Zone	6 days

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 Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	6 days

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Secondary Filtering Selection:

Use Class:

Not Known	7 surveys
-----------	-----------

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:

0 - 5400

Population within 1 mile:

5,001 to 10,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	4 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
125,001 to 250,000	3 surveys
250,001 to 500,000	2 surveys
500,001 or More	1 surveys

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	4 surveys
1.1 to 1.5	3 surveys

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.

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

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:

No PTAL Present 7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

LIST OF SITES relevant to selection parameters:

Site 1:	BR-02-C-01	Gross floor area:	1100.00 sqm
Development Name:	MECH. ENGINEERS	Survey Date:	19/10/2009
Location:	BRISTOL	Survey Day:	Monday
Postcode:	BS3 5QY		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	BT-02-C-02	Gross floor area:	6100.00 sqm
Development Name:	FOOD PRODUCTION	Survey Date:	10/09/2014
Location:	ALPERTON	Survey Day:	Wednesday
Postcode:	HA0 1TW		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	CF-02-C-01	Gross floor area:	1068.00 sqm
Development Name:	PLASTICS COMPANY	Survey Date:	24/10/2006
Location:	CARDIFF	Survey Day:	Tuesday
Postcode:	CF14 5DU		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 4:	DV-02-C-02	Gross floor area:	3513.00 sqm
Development Name:	ENERGY RECOVERY FACILITY	Survey Date:	06/07/2017
Location:	EXETER	Survey Day:	Thursday
Postcode:	EX2 8QE		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	GS-02-C-01	Gross floor area:	6604.00 sqm
Development Name:	HEALTH PRODUCTS	Survey Date:	26/05/2004
Location:	GLOUCESTER	Survey Day:	Wednesday
Postcode:	GL1 2SL		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 6:	HF-02-C-01	Gross floor area:	1800.00 sqm
Development Name:	INDUSTRIAL UNIT	Survey Date:	17/07/2008
Location:	WELWYN GARDEN CITY	Survey Day:	Thursday
Postcode:	AL7 1JY		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	NF-02-C-04	Gross floor area:	690.00 sqm
Development Name:	EXHIBITION DESIGN & MANUF.	Survey Date:	14/11/2019
Location:	NORWICH	Survey Day:	Thursday
Postcode:	NR3 3ST		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
FI-02-C-01	20-04-2007	Not comparable to the site

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	0.517	0.182	0.699
17:00-18:00	0.105	0.738	0.843

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	0.443	0.164	0.607
07:00-08:00	7	2982	0.580	0.091	0.671
08:00-09:00	7	2982	0.517	0.182	0.699
09:00-10:00	7	2982	0.311	0.225	0.536
10:00-11:00	7	2982	0.240	0.216	0.456
11:00-12:00	7	2982	0.196	0.240	0.436
12:00-13:00	7	2982	0.225	0.273	0.498
13:00-14:00	7	2982	0.244	0.201	0.445
14:00-15:00	7	2982	0.139	0.139	0.278
15:00-16:00	7	2982	0.201	0.211	0.412
16:00-17:00	7	2982	0.187	0.479	0.666
17:00-18:00	7	2982	0.105	0.738	0.843
18:00-19:00	6	2462	0.014	0.149	0.163
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.402	3.308	6.710

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	26/05/2004 - 14/11/2019
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	0.666	0.201	0.867
17:00-18:00	0.144	1.734	1.878

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	2.672	0.098	2.770
07:00-08:00	7	2982	0.771	0.129	0.900
08:00-09:00	7	2982	0.666	0.201	0.867
09:00-10:00	7	2982	0.417	0.273	0.690
10:00-11:00	7	2982	0.307	0.244	0.551
11:00-12:00	7	2982	0.278	0.321	0.599
12:00-13:00	7	2982	0.469	0.757	1.226
13:00-14:00	7	2982	0.584	0.431	1.015
14:00-15:00	7	2982	0.235	0.187	0.422
15:00-16:00	7	2982	0.287	0.345	0.632
16:00-17:00	7	2982	0.690	0.589	1.279
17:00-18:00	7	2982	0.144	1.734	1.878
18:00-19:00	6	2462	0.014	0.183	0.197
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			7.534	5.492	13.026

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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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	26/05/2004 - 14/11/2019
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	0.098	0.000	0.098
07:00-08:00	7	2982	0.038	0.005	0.043
08:00-09:00	7	2982	0.024	0.005	0.029
09:00-10:00	7	2982	0.000	0.000	0.000
10:00-11:00	7	2982	0.000	0.005	0.005
11:00-12:00	7	2982	0.000	0.000	0.000
12:00-13:00	7	2982	0.000	0.000	0.000
13:00-14:00	7	2982	0.010	0.005	0.015
14:00-15:00	7	2982	0.000	0.000	0.000
15:00-16:00	7	2982	0.000	0.005	0.005
16:00-17:00	7	2982	0.019	0.010	0.029
17:00-18:00	7	2982	0.005	0.077	0.082
18:00-19:00	6	2462	0.000	0.014	0.014
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.194	0.126	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.

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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	26/05/2004 - 10/09/2014
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	0.000	0.000	0.000
07:00-08:00	7	2982	0.000	0.000	0.000
08:00-09:00	7	2982	0.000	0.000	0.000
09:00-10:00	7	2982	0.000	0.000	0.000
10:00-11:00	7	2982	0.000	0.000	0.000
11:00-12:00	7	2982	0.000	0.000	0.000
12:00-13:00	7	2982	0.000	0.000	0.000
13:00-14:00	7	2982	0.000	0.000	0.000
14:00-15:00	7	2982	0.000	0.000	0.000
15:00-16:00	7	2982	0.000	0.000	0.000
16:00-17:00	7	2982	0.000	0.000	0.000
17:00-18:00	7	2982	0.000	0.000	0.000
18:00-19:00	6	2462	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	0.016	0.000	0.016
07:00-08:00	7	2982	0.062	0.038	0.100
08:00-09:00	7	2982	0.072	0.072	0.144
09:00-10:00	7	2982	0.062	0.081	0.143
10:00-11:00	7	2982	0.062	0.062	0.124
11:00-12:00	7	2982	0.077	0.091	0.168
12:00-13:00	7	2982	0.101	0.101	0.202
13:00-14:00	7	2982	0.062	0.048	0.110
14:00-15:00	7	2982	0.034	0.057	0.091
15:00-16:00	7	2982	0.034	0.038	0.072
16:00-17:00	7	2982	0.014	0.029	0.043
17:00-18:00	7	2982	0.019	0.005	0.024
18:00-19:00	6	2462	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.615	0.622	1.237

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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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	26/05/2004 - 14/11/2019
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	0.623	0.000	0.623
07:00-08:00	7	2982	0.628	0.105	0.733
08:00-09:00	7	2982	0.589	0.192	0.781
09:00-10:00	7	2982	0.402	0.268	0.670
10:00-11:00	7	2982	0.283	0.230	0.513
11:00-12:00	7	2982	0.220	0.287	0.507
12:00-13:00	7	2982	0.311	0.388	0.699
13:00-14:00	7	2982	0.287	0.273	0.560
14:00-15:00	7	2982	0.168	0.158	0.326
15:00-16:00	7	2982	0.240	0.287	0.527
16:00-17:00	7	2982	0.235	0.537	0.772
17:00-18:00	7	2982	0.105	0.824	0.929
18:00-19:00	6	2462	0.014	0.156	0.170
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.105	3.705	7.810

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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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	26/05/2004 - 14/11/2019
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	1.459	0.098	1.557
07:00-08:00	7	2982	0.057	0.014	0.071
08:00-09:00	7	2982	0.043	0.005	0.048
09:00-10:00	7	2982	0.014	0.000	0.014
10:00-11:00	7	2982	0.024	0.010	0.034
11:00-12:00	7	2982	0.053	0.029	0.082
12:00-13:00	7	2982	0.149	0.364	0.513
13:00-14:00	7	2982	0.287	0.149	0.436
14:00-15:00	7	2982	0.067	0.029	0.096
15:00-16:00	7	2982	0.048	0.038	0.086
16:00-17:00	7	2982	0.398	0.024	0.422
17:00-18:00	7	2982	0.005	0.608	0.613
18:00-19:00	6	2462	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.604	1.368	3.972

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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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	26/05/2004 - 14/11/2019
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6100	0.492	0.000	0.492
07:00-08:00	7	2982	0.048	0.005	0.053
08:00-09:00	7	2982	0.010	0.000	0.010
09:00-10:00	7	2982	0.000	0.005	0.005
10:00-11:00	7	2982	0.000	0.000	0.000
11:00-12:00	7	2982	0.005	0.005	0.010
12:00-13:00	7	2982	0.010	0.005	0.015
13:00-14:00	7	2982	0.000	0.005	0.005
14:00-15:00	7	2982	0.000	0.000	0.000
15:00-16:00	7	2982	0.000	0.014	0.014
16:00-17:00	7	2982	0.038	0.019	0.057
17:00-18:00	7	2982	0.029	0.225	0.254
18:00-19:00	6	2462	0.000	0.014	0.014
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.632	0.297	0.929

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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Audit Code: c2ea877f-cada-49f0-a14c-91d79b34a14e

Parameter Summary:

Trip rate parameter range selected:	620 - 10000 (units: sqm)
Survey date date range:	26/05/2004 - 10/09/2014
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

APPENDIX C

Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	SK	SOUTHWARK
		1 day
04	EAST ANGLIA	
	NF	NORFOLK
		2 days
	SF	SUFFOLK
		1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
		1 day
08	NORTH WEST	
	MS	MERSEYSIDE
		1 day
09	NORTH	
	CU	CUMBERLAND
		1 day
	TV	TEES VALLEY
		1 day

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



Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

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:	GFA
Actual Range:	894 to 10000 (units:sqm)
Range Selected by User:	118 to 10000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/00 to 10/11/25

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	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:	
Manual count	8
Direction ATC Count	0

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:	
Town Centre	3 days
Edge of Town Centre	5 days

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:	
Commercial Zone	7 days
Industrial Zone	1 days

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 Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	7 days

Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

Secondary Filtering Selection:

Use Class:

Not Known

8 surveys

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:

421 - 6526

Population within 1 mile:

5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	2 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
500,001 or More	3 surveys

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

Car ownership within 5 miles:

0.5 or Less	3 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys
----	-----------

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:

No PTAL Present	8 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

LIST OF SITES relevant to selection parameters:

Site 1:	CU-02-A-02	Gross floor area:	925.00 sqm
Development Name:	OFFICE	Survey Date:	24/06/2016
Location:	CARLISLE	Survey Day:	Friday
Postcode:	CA2 7AF		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	MS-02-A-01	Gross floor area:	9000.00 sqm
Development Name:	OFFICES	Survey Date:	19/06/2007
Location:	LIVERPOOL	Survey Day:	Tuesday
Postcode:	L2 9SU		
Main Location Type:	Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 3:	NF-02-A-02	Gross floor area:	894.00 sqm
Development Name:	FINANCIAL PLANNERS	Survey Date:	11/09/2017
Location:	GREAT YARMOUTH	Survey Day:	Monday
Postcode:	NR30 1HE		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 4:	NF-02-A-03	Gross floor area:	5500.00 sqm
Development Name:	OFFICES	Survey Date:	12/09/2017
Location:	GREAT YARMOUTH	Survey Day:	Tuesday
Postcode:	NR30 1HD		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 5:	SF-02-A-02	Gross floor area:	6505.00 sqm
Development Name:	OFFICES	Survey Date:	19/07/2013
Location:	IPSWICH	Survey Day:	Friday
Postcode:	IP2 8SD		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 6:	SK-02-A-02	Gross floor area:	2371.00 sqm
Development Name:	OFFICES	Survey Date:	20/10/2008
Location:	ROTHERHITHE	Survey Day:	Monday
Postcode:	SE16 2XB		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 7:	TV-02-A-03	Gross floor area:	3482.00 sqm
Development Name:	OFFICE	Survey Date:	21/06/2011
Location:	MIDDLESBROUGH	Survey Day:	Tuesday
Postcode:	TS1 2RH		
Main Location Type:	Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 8:	WM-02-A-03	Gross floor area:	8200.00 sqm
Development Name:	BANK ADMIN	Survey Date:	27/11/2008
Location:	BIRMINGHAM	Survey Day:	Thursday
Postcode:	B1 2JB		
Main Location Type:	Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		

Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GC-02-A-01	16-06-2008	Not comparable to the site
GC-02-A-02	19-06-2008	Not comparable to the site

Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	1.112	0.179	1.291
17:00-18:00	0.125	0.982	1.107

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	4610	0.358	0.027	0.385
08:00-09:00	8	4610	1.112	0.179	1.291
09:00-10:00	8	4610	0.594	0.184	0.778
10:00-11:00	8	4610	0.258	0.157	0.415
11:00-12:00	8	4610	0.163	0.155	0.318
12:00-13:00	8	4610	0.203	0.271	0.474
13:00-14:00	8	4610	0.239	0.193	0.432
14:00-15:00	8	4610	0.130	0.141	0.271
15:00-16:00	8	4610	0.155	0.277	0.432
16:00-17:00	8	4610	0.149	0.659	0.808
17:00-18:00	8	4610	0.125	0.982	1.107
18:00-19:00	8	4610	0.038	0.244	0.282
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.524	3.469	6.993

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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Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

Parameter Summary:

Trip rate parameter range selected:	118 - 10000 (units: sqm)
Survey date date range:	19/06/2007 - 12/09/2017
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	4610	0.008	0.000	0.008
08:00-09:00	8	4610	0.057	0.000	0.057
09:00-10:00	8	4610	0.033	0.003	0.036
10:00-11:00	8	4610	0.024	0.008	0.032
11:00-12:00	8	4610	0.008	0.005	0.013
12:00-13:00	8	4610	0.005	0.016	0.021
13:00-14:00	8	4610	0.011	0.011	0.022
14:00-15:00	8	4610	0.000	0.008	0.008
15:00-16:00	8	4610	0.005	0.016	0.021
16:00-17:00	8	4610	0.000	0.019	0.019
17:00-18:00	8	4610	0.003	0.068	0.071
18:00-19:00	8	4610	0.005	0.005	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.159	0.159	0.318

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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Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

Parameter Summary:

Trip rate parameter range selected:	118 - 10000 (units: sqm)
Survey date date range:	20/10/2008 - 12/09/2017
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	4610	0.000	0.000	0.000
08:00-09:00	8	4610	0.000	0.000	0.000
09:00-10:00	8	4610	0.000	0.000	0.000
10:00-11:00	8	4610	0.000	0.000	0.000
11:00-12:00	8	4610	0.000	0.000	0.000
12:00-13:00	8	4610	0.000	0.000	0.000
13:00-14:00	8	4610	0.000	0.000	0.000
14:00-15:00	8	4610	0.000	0.000	0.000
15:00-16:00	8	4610	0.000	0.000	0.000
16:00-17:00	8	4610	0.000	0.000	0.000
17:00-18:00	8	4610	0.000	0.000	0.000
18:00-19:00	8	4610	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

Parameter Summary:

Trip rate parameter range selected:	118 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	4610	0.000	0.000	0.000
08:00-09:00	8	4610	0.003	0.000	0.003
09:00-10:00	8	4610	0.003	0.003	0.006
10:00-11:00	8	4610	0.003	0.005	0.008
11:00-12:00	8	4610	0.000	0.003	0.003
12:00-13:00	8	4610	0.000	0.000	0.000
13:00-14:00	8	4610	0.003	0.000	0.003
14:00-15:00	8	4610	0.000	0.000	0.000
15:00-16:00	8	4610	0.005	0.003	0.008
16:00-17:00	8	4610	0.000	0.003	0.003
17:00-18:00	8	4610	0.000	0.000	0.000
18:00-19:00	8	4610	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.017	0.034

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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Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

Parameter Summary:

Trip rate parameter range selected:	118 - 10000 (units: sqm)
Survey date date range:	19/06/2007 - 19/07/2013
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	4610	0.003	0.003	0.006
08:00-09:00	8	4610	0.035	0.030	0.065
09:00-10:00	8	4610	0.019	0.024	0.043
10:00-11:00	8	4610	0.008	0.008	0.016
11:00-12:00	8	4610	0.011	0.011	0.022
12:00-13:00	8	4610	0.003	0.003	0.006
13:00-14:00	8	4610	0.005	0.005	0.010
14:00-15:00	8	4610	0.005	0.005	0.010
15:00-16:00	8	4610	0.011	0.008	0.019
16:00-17:00	8	4610	0.003	0.005	0.008
17:00-18:00	8	4610	0.041	0.041	0.082
18:00-19:00	8	4610	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.144	0.143	0.287

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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Audit Code: 09c2541f-9da2-4056-91b1-a5728424a3fb

Parameter Summary:

Trip rate parameter range selected:	118 - 10000 (units: sqm)
Survey date date range:	20/10/2008 - 12/09/2017
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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