kmc transport planning

Plot H, Tottenham Commercial Park

Transport Statement

October 2026

Goodman

Document:	Transport Statement
Project:	Plot H, Tottenham Commercial Park
Client:	Goodman
Job Number:	26218

Issue	Date	Status	Prepared	Reviewed	Approved
1	October 2026	Draft	SS	OW	JP
2	October 2026	Final	SS/DB	OW	JP

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1 INTRODUCTION

1.1 Overview

1.1.1 KMC Transport Planning Ltd ('KMC') have been commissioned by Goodman to provide transport advice in support of the development of a Substation at Tottenham Commercial Park, located just south of Leeside Road, Tottenham.

1.1.2 The site falls within the London Borough of Haringey. **Figure 1.1** below shows the location of the site.

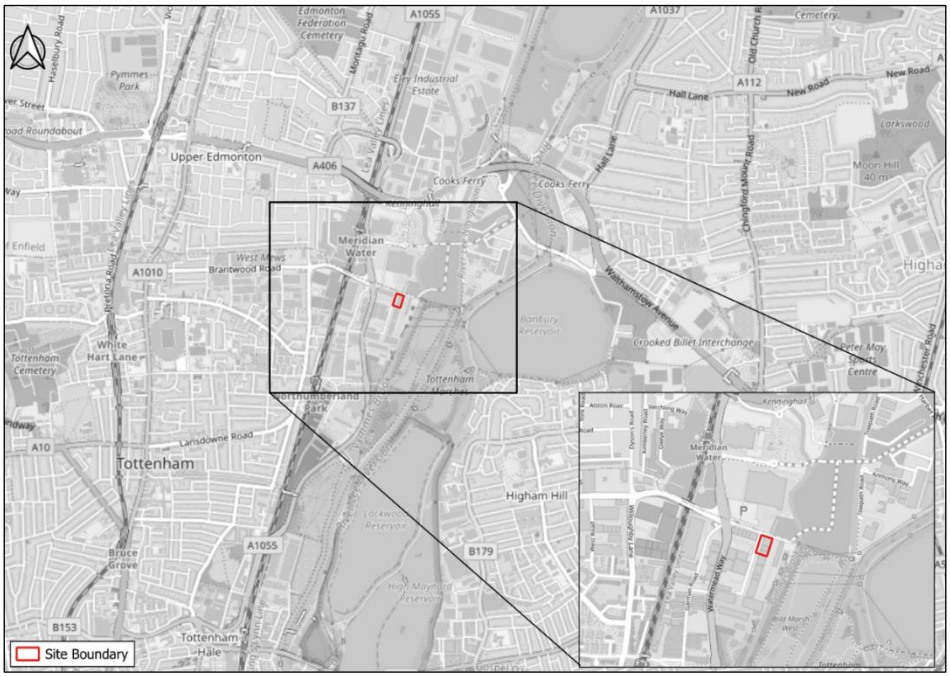


Figure 1.1 – Site Location

1.2 Site History

1.2.1 Tottenham Commercial Park is allocated as part of the Central Leaside Strategic Industrial Location (SIL) in the London Plan and Haringey Council's Tottenham Area Action Plan.

1.2.2 The application site is currently under E(g)(iii)/B2/B8 useand accommodates three industrial units, one of which is currently vacant.

1.3 Report Structure

1.3.1 The remainder of the report will be structured as follows:

- Section 2: Policy Context
- Section 3: Existing Conditions
- Section 4: Development Proposals
- Section 5: Trip Generation Assessment
- Section 6: Summary and Conclusions

2 POLICY CONTEXT

2.1.1 **Table 2.1** below summarises local and national transport policy relevant for the Substation development and how the proposals align with the policy.

Table 2.1 – National and Local Policy Summary

Policy	Key Transport Considerations	Alignment with Policy
National		
National Planning Policy Framework (August 2026)	Policy TR3 references 'Locating development in sustainable locations' so that 'it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure.' This should reflect the following: - *'Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical*	Outside of some infrequent servicing trips, the site will not generate any vehicle movements and will have a net reduction in trips overall.
	Policy TR4 emphasises that 'well-designed places' should 'give priority first to walking, wheeling and cycle movements' and where possible facilitate 'easy access to high quality public transport.' It also states that streets and routes should be arranged to help *'create places that are safe, inclusive and attractive for all users'* by minimising conflict between cyclists, pedestrians and vehicles and helping to meet the needs of disabled people, older people and children.	Due to the nature of the development proposals and net reduction in trips, conflict between vehicles and vulnerable road users will be minimised at the location of the site.
Regional and Local		
The London Plan (2021)	Policy T4 of the London Plan focuses on assessing and mitigating transport impacts. It includes the following: - *'Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.* - *The cumulative impacts of development on public transport and the road network*	Development proposals will have a net reduction in trips and therefore improve capacity on the local network with no increase in road danger. Existing active travel routes surrounding the site will not be impacted by the proposals.

	capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated. - *Development proposals should not increase road danger.'*	
	Policy T7 focuses on deliveries, servicing and construction and states the following: *'Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible…'*	The communal parking area to the west of the site will provide space for a servicing vehicle to park temporarily while any meter checks or maintenance are carried out.
Haringey Local Plan 2017	Policy SP7 (Transport) of the Haringey Local Plan seeks to promote sustainable transport and ensure that development is appropriately integrated with the transport network. The policy supports a transport-led approach to growth, focusing on reducing reliance on private vehicles, encouraging more sustainable travel modes, and improving accessibility across the borough. The policy also identifies a range of strategic transport infrastructure improvements, including rail upgrades and station accessibility improvements.	The proposed development will generate minimal vehicle movements, with only occasional maintenance visits required throughout operation.
Haringey Development Management DPD 2017	Policy DM31 (Sustainable Transport) seeks to prioritise walking, cycling and public transport and requires development to minimise transport impacts and support sustainable travel choices. Policy DM32 (Parking requires parking provision to accord with relevant standards and support sustainable transport objectives Policy DM33 (Crossovers, Vehicular Access and Adopting Roads) seeks to ensure safe and suitable vehicular access arrangements	The development will generate a negligible amount of vehicle trips, as well as not requiring any new parking spaces. Vehicle access at the development will remain unchanged.
Tottenham Area Action Plan (July 2017)	The Tottenham Area Action Plan (TAAP) was adopted in July 2017 and is one of the 4 key documents that currently make up the adopted Local Plan for Haringey. Policy AAP7 of the TAAP focuses on Transport and states that *'the council will support future improvements in the levels and capacity across the Tottenham AAP area'*. It goes on to state the following: *'In accordance with Haringey's 2011-2031 Local Implementation Plan, a major objective of the AAP is to ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.'*	The net reduction in trips will improve capacity and will reduce congestion on the local network.

3 EXISTING CONDITIONS

3.1 Introduction

3.1.1 This section of the TS provides a review of existing active travel infrastructure, public transport provision and the local highway network.

3.2 Existing Site Use

3.2.1 The site currently consists of 3 industrial units comprising of Electric Vehicle (EV) servicing, storage and distribution. The application site is located to the northeast of the wider site, as shown in the location plan in **Figure 3.1**. The full location plan is included in **Appendix A**.

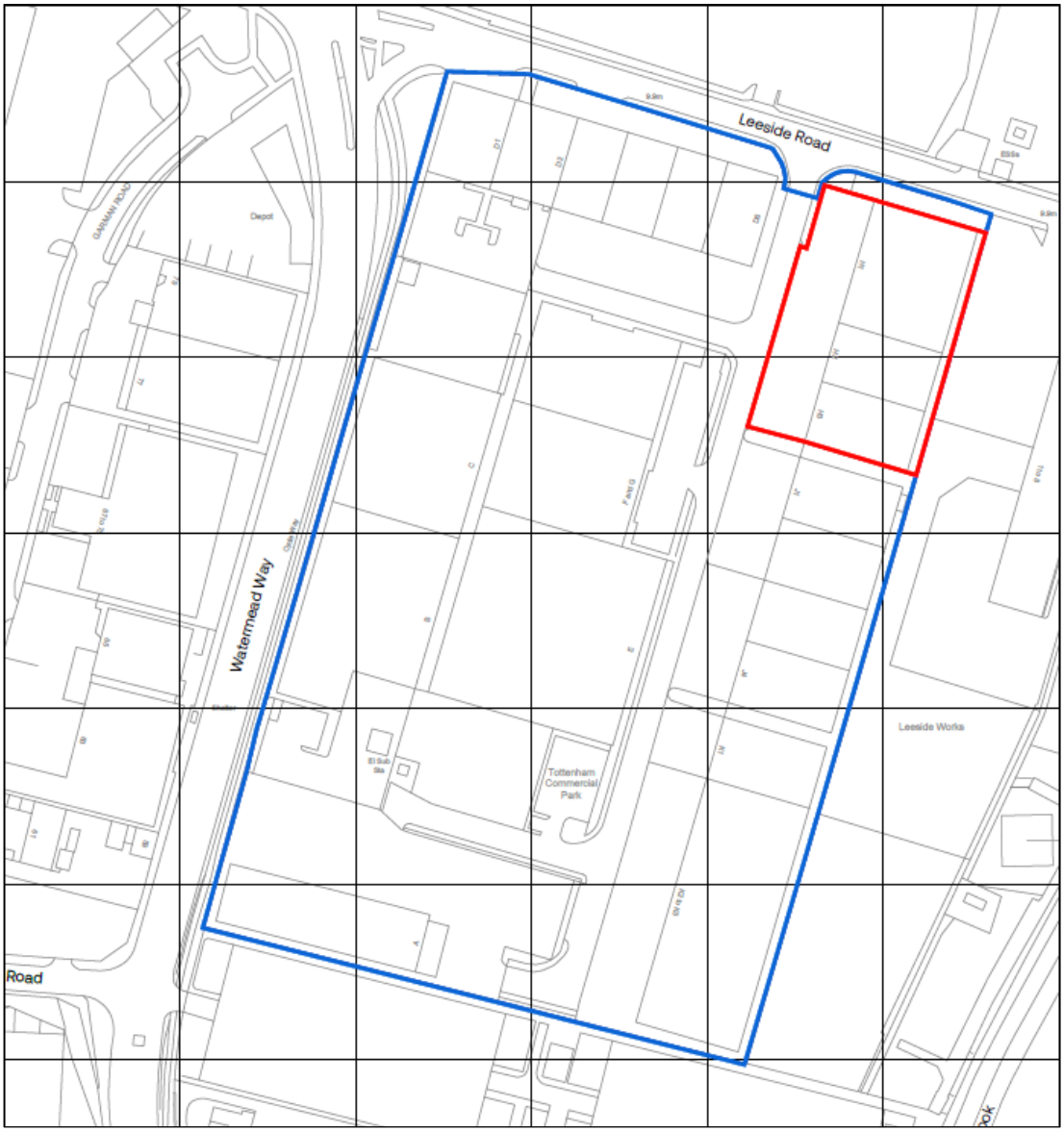


Figure 3.1 – Site Location Plan

3.3 Active Travel Accessibility

3.3.1 Within the vicinity of the site, walking is facilitated by footways on the Estate Road and Leeside Road to the north of the site. To the east of the Estate Road / Leeside Road junction, footways on Leeside Road connect with a pedestrian footbridge after approximately 150m. To the west, Leeside Road includes a footway/cycleway and connects with the wider pedestrian/cycle network at Angel Edmonton Road, wherethere are a number of crossings and segregated-user paths.

3.4 Public Transport

3.4.1 The nearest bus stops to the site, 'Sedge Road (Stop NP)', is located on Watermead Way, approximately 300m walk (4-minutes) from the site. It is served by bus route 192 with services departing every 10-15 minutes.

3.4.2 The nearest railway stations to the site are 'Northumberland Park', located approximately 1.1km to the southwest of the site, and 'Meridian Water', located approximately 0.6km to the northwest of the site. It has direct rail services to a variety of destinations, including Enfield, Harlow and Stratford.

3.4.3 The site has a Public Transport Accessibility Level (PTAL) score of 2, which indicates relatively low access to public transport in the vicinity of the development. However, areas in the vicinity of the proposed development benefit from an improved PTAL of 3, specifically areas around Angel Road Railway Station.

3.5 Local Highway Network

Leeside Road

3.5.1 Leeside Road runs in an east-west trajectory immediately north of the site. It is supported by footways on both sides of the carriageway and provides a key link between the Estate Road for the site and Angel Edmonton Road / Watermead Way.

A1055

3.5.2 The A1055, also known as Angel Edmonton Road or Watermead Way within the vicinity of the site, is well supported by segregated-user paths and provides a key link south towards Tottenham Hale and north towards Enfield and the A10.

3.6 PIC Data

3.6.1 Personal Injury Collision (PIC) data for the most recent 5-year period (2021 to 2025) has been obtained from CrashMap for the surrounding area. The recorded collisions within the study area surrounding the site are shown in **Figure 3.2**.



Figure 3.2 – PIC Study Area

3.6.2 As shown in **Figure 3.2** above, several Slight collisions have been recorded at the Angel Edmonton / Leeside Road junction. No collisions were recorded within the immediate vicinity of the site, or where the Estate Road connects with Leeside Road.

3.6.3 Based on the collision data detailed above, there does not appear to be any existing highway safety issues associated with the local highway network within the vicinity of the site.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section summarises the development proposals with a focus on the transport aspects of the proposed development.

4.2 Development Quantum

4.2.1 The proposed development will consist of a new Substation which will serve the wider Tottenham Commercial Park and other nearby developments. A breakdown of the floor areas for the proposed site is presented in **Table 4.1**.

Table 4.1 – Proposed Floor Areas

Area	Gross Internal Area		Gross External Area	
	Square meter	Square foot	Square meter	Square foot
Ground Floor	3,366	36,231	3,478	37,437
First Floor	734	7,901	751	8,094
Total	**4,100**	**44,132**	**4,229**	**45,521**

4.2.2 An extract of the proposed site layout is shown in **Figure 4.1** below, with the full drawing included in **Appendix B**.

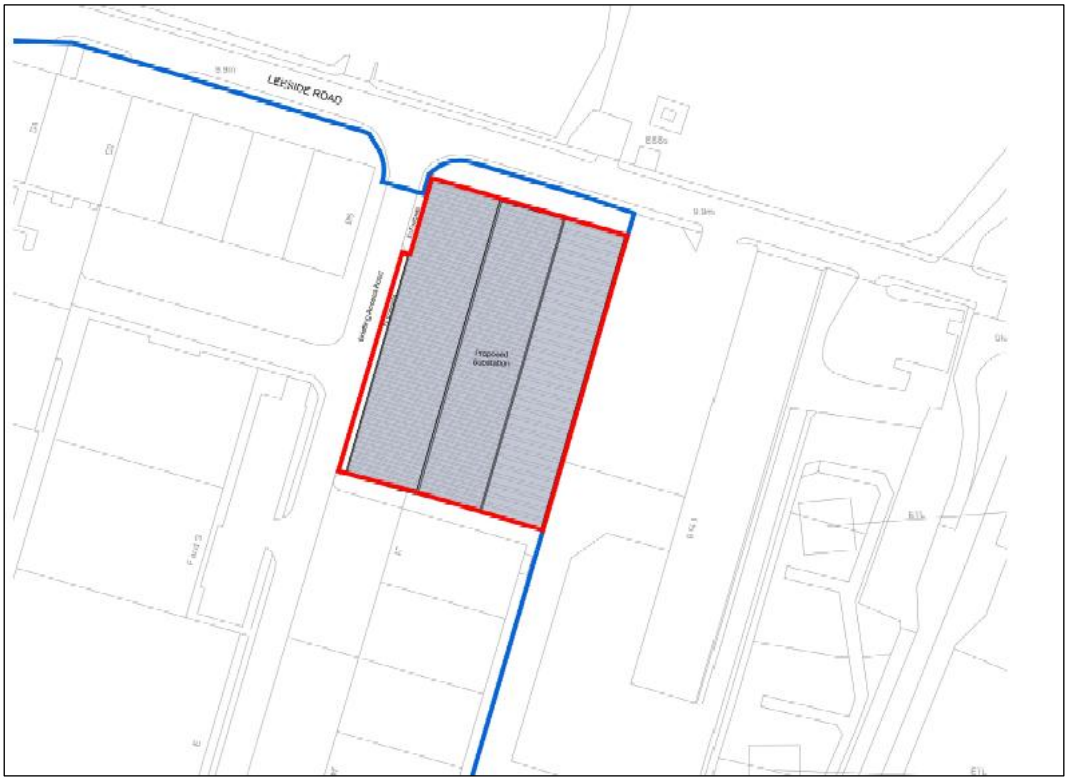


Figure 4.1 – Proposed Site Layout

4.3 Access Arrangements

4.3.1 Active travel access to the site will remain unchanged, with footways retained on the access road that connects with Leeside Road. It is not anticipated that the Substation will generate the need for frequent trips to and from it, other than for maintenance which will be undertaken by vehicle.

4.3.2 Vehicle access to the Substation will be accessible from the Estate Road which connects with Leeside Road to the north.

4.4 Parking

4.4.1 Dedicated cycle and vehicle parking will not be provided on-site as the site will be predominantly unmanned.

4.4.2 Maintenance or servicing vehicles will park in the estate communal car park to the southwest of the site. This is approximately an 85m walk of the site. Vehicles will only be parked here temporarily while meter readings and any servicing are carried out. The location of the communal car park is identified with a green boundary in **Figure 4.2**.



Figure 4.2 – Communal Car Park Location

4.5 Service Strategy

4.5.1 The site is anticipated to receive some servicing and maintenance trips, however these will be very infrequent throughout the year. A summary of these trips is presented in **Table 4.2**.

Table 4.2 – Servicing and Maintenance Trips

Purpose of trip	Frequency
Meter readings	Once a month
Equipment checks	Once a year
Transformer equipment replacement	Once per 30 – 50 years

5 TRIP GENERATION ASSESSMENT

5.1 Introduction

5.1.1 This section provides an overview of the trip generation from the proposed development and the vehicular trip impact anticipated on the local road network.

5.2 Existing Trip Generation

5.2.1 To calculate the existing trip generation for the application site, the existing floor area of 4,429 sqm has been applied to a set of B8 trip rates. These trip rates have been derived from the TRICS database. The full TRICS outputs are included in **Appendix C**.

Table 5.1 – Existing Trip Generation

	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle Trip Rate	0.392	0.044	0.436	0.059	0.34	0.399
Vehicle Trip Generation	17	2	19	3	14	17

5.2.2 As shown in **Table 5.1**, the existing site was forecast to generate a total of 19 two-way vehicle trips in the AM peak and 17 in the PM peak.

5.3 Forecast Trip Generation

5.3.1 The site is not proposed to have any staff on it day to day and therefore is not forecast the generate any trips for the most part. To form a robust assessment, a monthly service vehicle attending the site has been accounted for in the AM and PM peak hour. This is presented in **Table 5.2**.

Table 5.2 – Forecast Trip Generation (1 monthly servicing vehicle)

	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Service Vehicle Trip Generation (monthly servicing vehicle)	1	1	2	1	1	2

5.4 Net Trip Generation

5.4.1 As the site is no longer forecast to generate any daily trips, there will be a net reduction in trips as a result of the proposals.

6 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 KMC Transport Planning Ltd has been commissioned by Goodman to prepare this Transport Statement in support of a proposed substation at Plot H, Tottenham Commercial Park. The site lies within the London Borough of Haringey and currently accommodates three industrial unitsin E(g)(iii)/B2/B8 use, including electric vehicle servicing, storage and distribution activities.

6.1.2 The site forms part of the Central Leaside Strategic Industrial Location. The proposals accord with the relevant transport objectives of the London Plan and the Tottenham Area Action Plan by retaining safe access arrangements, accommodating servicing off-street and reducing vehicle movements on the local highway network.

6.1.3 The site is accessible by walking, cycling and public transport. Footways connect the site with Leeside Road and the wider pedestrian network, nearby bus services operate from Watermead Way, and Northumberland Park railway station is located approximately 1.1km to the southwest, albeit trips of foot associated with the substation are anticipated to be minimal. A review of collision data identified no existing highway safety issues in the immediate vicinity of the site.

6.1.4 The proposed development comprises a substation serving Tottenham Commercial Park and other nearby developments, with a total gross internal area of 4,100 sqm. Vehicular access will continue from the Estate Road connecting with Leeside Road. As the site will be predominantly unmanned, no dedicated cycle or vehicle parking is proposed.

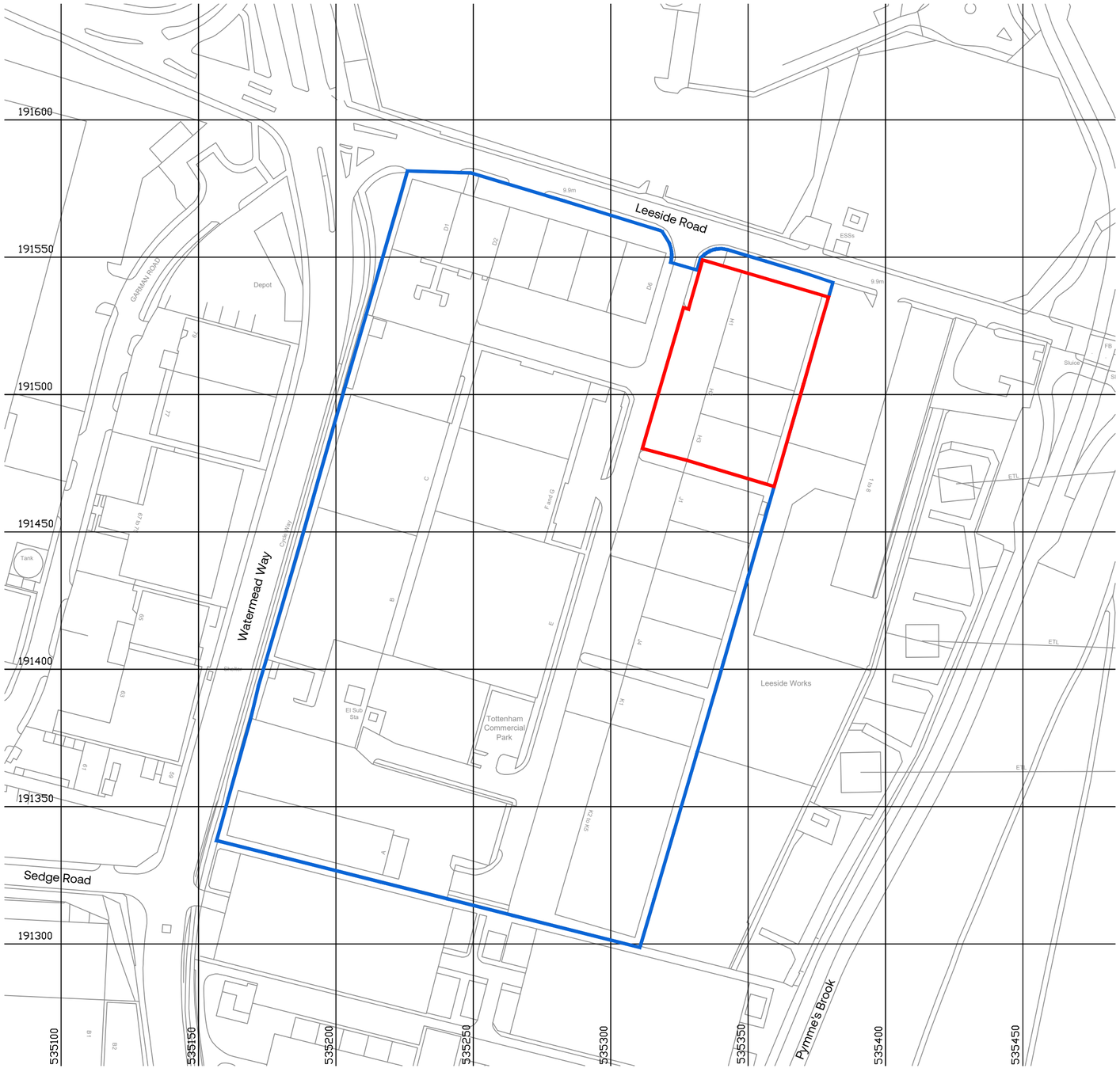
6.1.5 Servicing and maintenance visits will be infrequent, comprising monthly meter readings, annual equipment checks and transformer equipment replacement approximately once every 10 to 15 years. Service vehicles will park at the communal car park temporarily while these activities are undertaken.

6.1.6 The existing E(g)(iii)/B2/B8 uses are forecast to generate 19 two-way vehicle trips in the AM peak hour and 17 in the PM peak hour. In comparison, the proposed substation would not generate regular daily trips, with only occasional servicing activity. The proposals would therefore result in a net reduction in vehicle movements and would not have a material adverse effect on highway capacity or road safety.

6.2 Conclusion

6.2.1 Based on contents of this Transport Statement, it is considered that the impacts of the development are not severe, nor would there be an unacceptable impact on road safety, and therefore there should be no reason on transport grounds why the development should be prevented or refused.

Appendix A Existing Location Plan



Site Location Plan Scale 1:1250

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North

Document Scale(s)

25m SCALE 1:1250

Key

Planning Boundary
0.90 Acres / 0.364 Ha

PLANNING

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Project Name

Block H, Tottenham Commercial Park

Employer	Project Address
Goodman UK	**Tottenham Commercial Park, Leeside Road, N17 0QJ**

RIBA Workstage	Suitability
3 - Spatial Coordination	**S2 - Information**

Drawn	Checked	Created	Size
MAC	**LF**	**29.07.2026**	**A2**

UMC Project Reference	Scale	LOD	LOI
21682	**1:1250**	**3**	**3**

Document Title

Site Location Plan

Document Reference

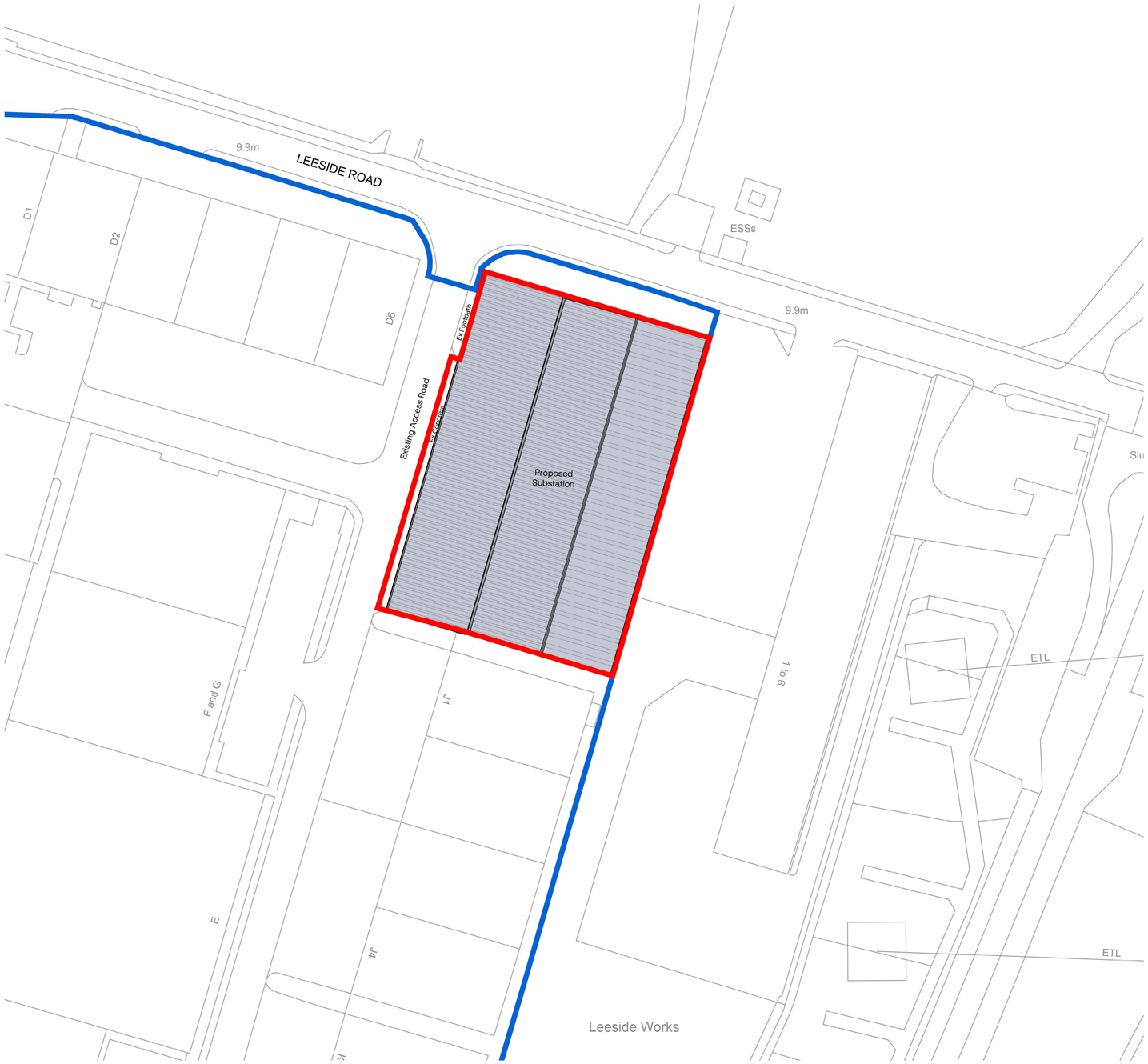
21682 - UMC - 0100 - SI - DR - A - 0201

Revision Note

Blue line updated following comments.

Issue Date	Status	Current Revision
14.08.2026	**Planning**	**P02**

Appendix B Proposed Site Layout



Block Plan - Proposed Site Plan Scale 1:500

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Document Scale(s)

10m SCALE 1:500

Key:

- Development Boundary

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Goodman UK	**Tottenham Commercial Park, Leeside Road, N17 0QJ**

RIBA Workstage	Suitability
3 - Spatial Coordination	**S2 - Information**

Drawn	Checked	Created	Size
MAC	**LF**	**29.07.2026**	**A1**

UMC Project Reference	Scale	LOD	LOI
21682	**1:500**	**3**	**3**

Document Title

Block Plan - Proposed Site Plan

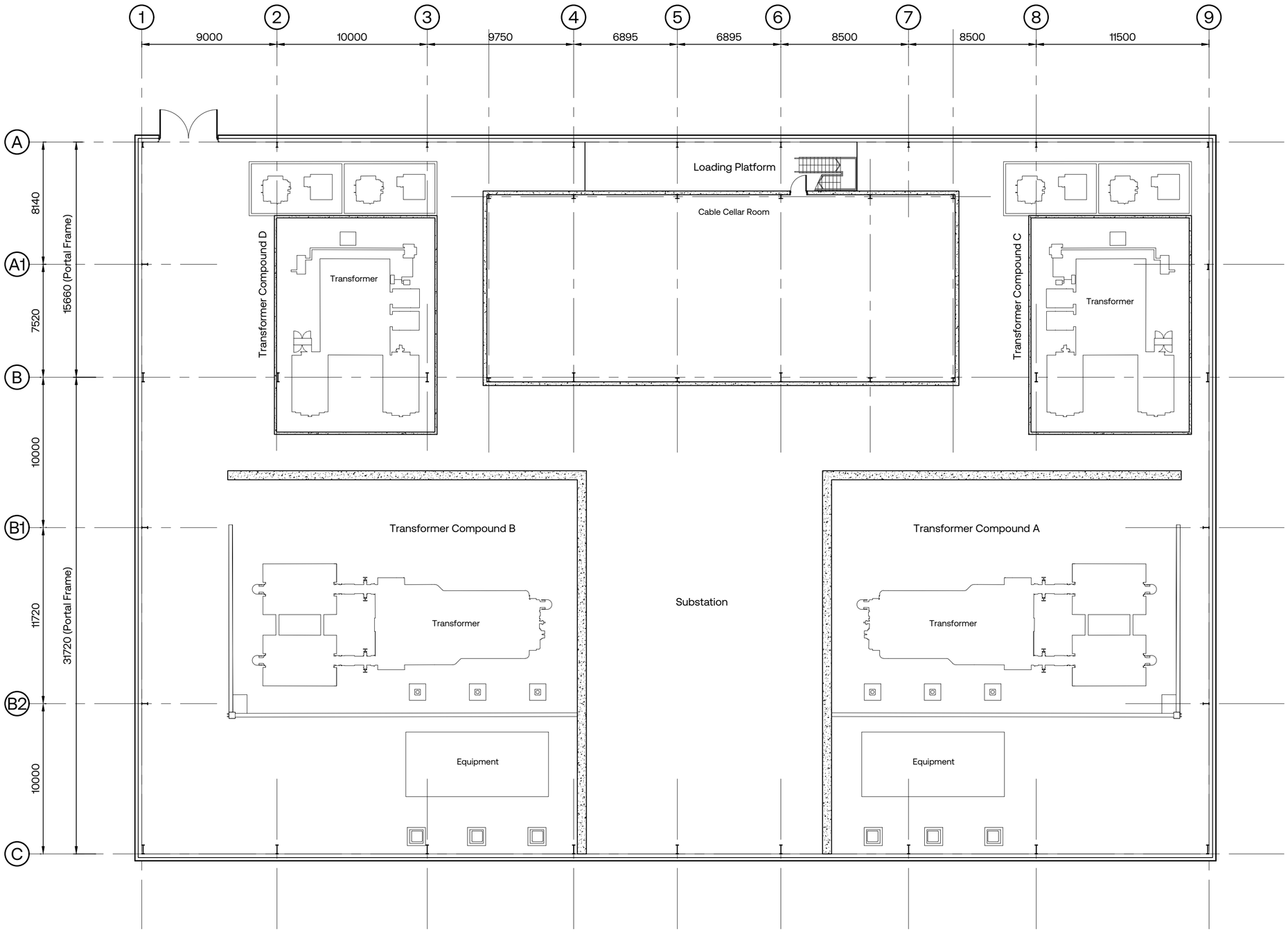
Document Reference

21682 - UMC - 0100 - SI - DR - A - 0202

Revision Note

Floor plan revised to roof plan following comments.

Issue Date	Status	Current Revision
14.08.2026	**Planning**	**P02**



Proposed Ground Floor Plan Scale 1:200

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Document Scale(s)

1m SCALE 1:200

Project Name

Block H, Tottenham Commercial Park

Employer	Project Address
Goodman UK	**Tottenham Commercial Park, Leeside Road, N17 0QJ**

RIBA Workstage	Suitability
3 - Spatial Coordination	**S2 - Information**

Drawn	Checked	Created	Size
MAC	**LF**	**29.07.2026**	**A2**

UMC Project Reference	Scale	LOD	LOI
21682	**1:200**	**3**	**3**

Document Title

Proposed Ground Floor Plan

Document Reference

21682 - UMC - 0100 - 01 - DR - A - 0220

Revision Note

Grids updated to suit removal of Transformers and subsequent cladding panels.

PLANNING

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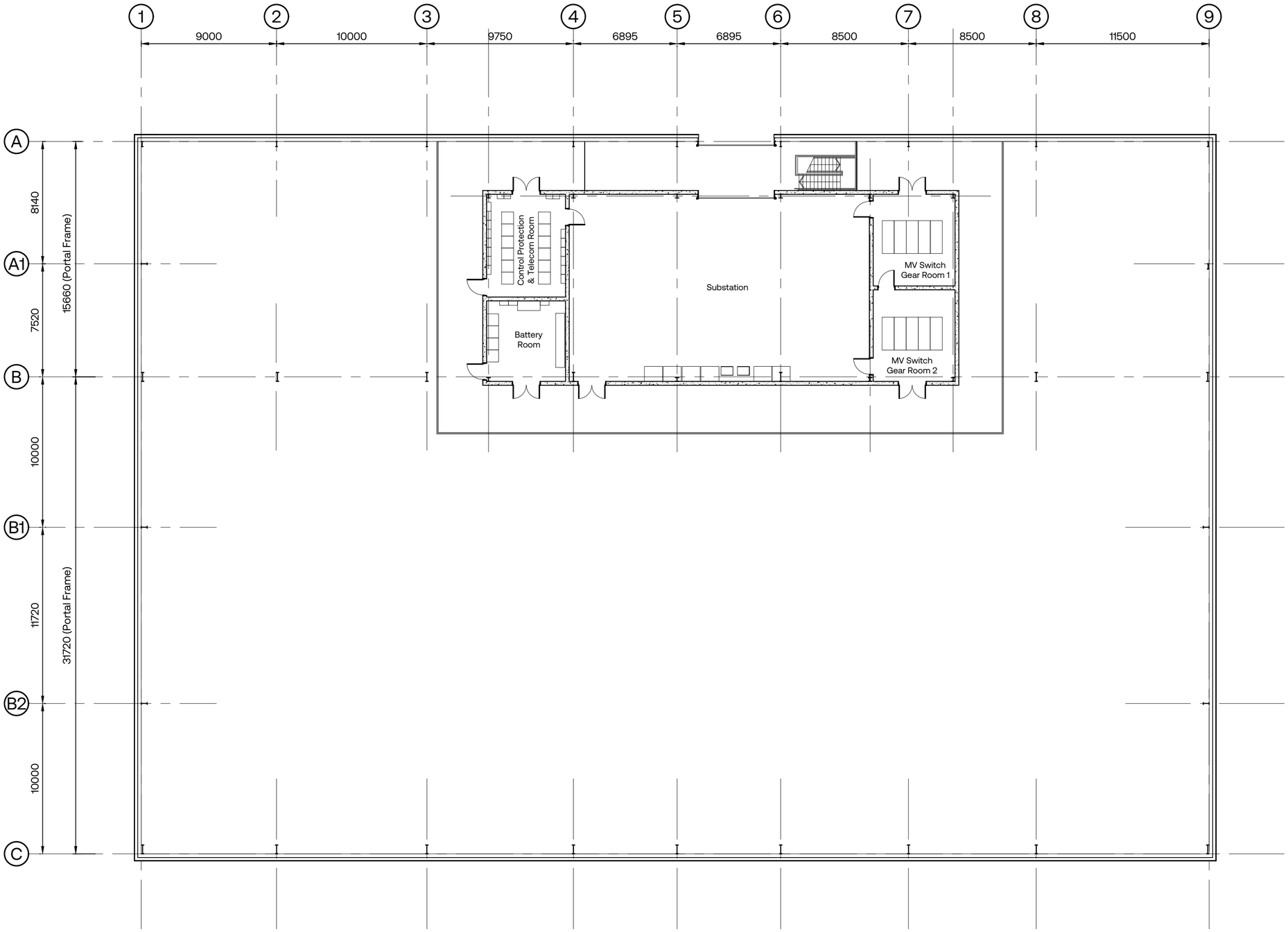
Issue Date	Status	Current Revision
24.08.2026	**Planning**	**P03**



Proposed First Floor Plan Scale 1:200

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Document Scale(s)

1m SCALE 1:200

Project Name

Block H, Tottenham Commercial Park

Employer	Project Address
Goodman UK	**Tottenham Commercial Park, Leeside Road, N17 0QJ**

RIBA Workstage	Suitability
3 - Spatial Coordination	**S2 - Information**

Drawn	Checked	Created	Size
MAC	**LF**	**29.07.2026**	**A2**

UMC Project Reference	Scale	LOD	LOI
21682	**1:200**	**3**	**3**

Document Title

Proposed First Floor Plan

Document Reference

21682 - UMC - 0100 - 02 - DR - A - 0221

Revision Note

Grids updated to suit removal of Transformers and subsequent cladding panels.

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Issue Date	Status	Current Revision
24.08.2026	**Planning**	**P03**

Appendix C TRICS Outputs

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**		
	HC	HAMPSHIRE	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	LS	LEEDS	1 day
	RM	ROTHERHAM	1 day
08	**NORTH WEST**		
	LC	LANCASHIRE	1 day

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

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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:	2600 to 19805 (units:sqm)
Range Selected by User:	2000 to 60000 (units:sqm)
Parking Spaces Range:	3 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 03/06/25

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	1 days
Wednesday	1 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 undertaking using machines

Selected Locations:

Edge of Town Centre	1 days
Suburban Area	4 days
Edge of Town	2 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:

Industrial Zone	7 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 Excluded	1 days
Servicing vehicles Unknown	6 days

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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:

378 - 5400

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	4 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	3 surveys
500,001 or More	2 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.

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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

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1	**BT-02-C-02**	**FOOD PRODUCTION**	**BRENT**

ABBEYDALE ROAD
ALPERTON
Suburban Area
Industrial Zone
Gross floor area: 6100.00 sqm
Survey date: Wednesday 10/09/2014 Survey Type: Manual

2	**DY-02-C-01**	**ENGINEERED PRODUCTS**	**DERBY**

PONTEFRACT STREET
DERBY
Suburban Area
Industrial Zone
Gross floor area: 2600.00 sqm
Survey date: Thursday 25/06/2015 Survey Type: Manual

3	**HC-02-C-01**	**ENGINEERING COMPANY**	**HAMPSHIRE**

JAYS CLOSE
BASINGSTOKE
Edge of Town
Industrial Zone
Gross floor area: 3000.00 sqm
Survey date: Thursday 16/06/2016 Survey Type: Manual

4	**LC-02-C-02**	**RECYCLING CO.**	**LANCASHIRE**

ESSEX STREET
PRESTON
RED SCAR IND ESTATE
Edge of Town Centre
Industrial Zone
Gross floor area: 8000.00 sqm
Survey date: Thursday 10/05/2012 Survey Type: Manual

5	**LS-02-C-01**	**FLUID SYSTEMS**	**LEEDS**

BROWN LANE WEST
LEEDS
HOLBECK
Suburban Area
Industrial Zone
Gross floor area: 13350.00 sqm
Survey date: Monday 19/10/2015 Survey Type: Manual

6	**RM-02-C-01**	**PRODUCTS MANUFACTURER**	**ROTHERHAM**

SYCAMORE ROAD
ROTHERHAM
Edge of Town
Industrial Zone
Gross floor area: 3210.00 sqm
Survey date: Monday 14/04/2025 Survey Type: Manual

7	**WM-02-C-04**	**FOUNDRY**	**WEST MIDLANDS**

STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area
Industrial Zone
Gross floor area: 4324.00 sqm
Survey date: Tuesday 21/11/2017 Survey Type: Manual

DESELECTED SURVEYS

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Site Ref	Survey Date	Reason for Deselection
CF-02-C-02	06-10-2016	Outside of England
EB-02-C-02	25-10-2010	Outside of England

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

Total Vehicles

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	**1**	**3210**	**0.280**	**0.000**	**0.280**
06:00-07:00	**3**	**7553**	**0.402**	**0.044**	**0.446**
07:00-08:00	**7**	**5798**	**0.360**	**0.049**	**0.409**
08:00-09:00	**7**	**5798**	**0.392**	**0.044**	**0.436**
09:00-10:00	**7**	**5798**	**0.158**	**0.091**	**0.249**
10:00-11:00	**7**	**5798**	**0.121**	**0.091**	**0.212**
11:00-12:00	**7**	**5798**	**0.081**	**0.079**	**0.160**
12:00-13:00	**7**	**5798**	**0.089**	**0.103**	**0.192**
13:00-14:00	**7**	**5798**	**0.103**	**0.148**	**0.251**
14:00-15:00	**7**	**5798**	**0.086**	**0.128**	**0.214**
15:00-16:00	**7**	**5798**	**0.089**	**0.200**	**0.289**
16:00-17:00	**7**	**5798**	**0.076**	**0.350**	**0.426**
17:00-18:00	**7**	**5798**	**0.059**	**0.340**	**0.399**
18:00-19:00	**6**	**5747**	**0.003**	**0.113**	**0.116**
19:00-20:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**3210**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.299**	**1.780**	**4.079**

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:	2000 - 60000 (units: sqm)
Survey date date range:	10/05/2012 - 14/04/2025
Number of weekdays (Monday-Friday):	7
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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