

# **GARAGES OPPOSITE 67 BELMONT CLOSE, COCKFOSTERS, EN4 9LT**

## **Transport Statement**

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Transport Statement  
Version 02  
04 December 2023

## Document Status

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| 01      | Planning Application | David Johnston | Jamie Connors | Jamie Connors | 04 December 2023 |

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# 1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by RPS Consulting Services UK Ltd on behalf of Foxglade Properties Limited (the 'Client') to support the development of garages located opposite 67 Belmont Close, Cockfosters, EN4 9LT.
- 1.2 The purpose of this Transport Statement is to consider the transport and highways impacts of the development, in addition to the accessibility of the site to sustainable modes of transport.
- 1.3 The site is located in the London Borough of Enfield (LBE).

## Site Description

- 1.4 The existing site comprises a garage block within a private development with a small, landscaped area located directly to the south and west of the block. The garages are currently accessed from two vehicular entrances at either end of the block. It is envisaged that this will remain the same after the development is built out. The existing site comprises a total area of 1,075sqm. All existing 28 garages are categorised as use class C3.
- 1.5 The majority of the garages are currently used for ad hoc storage purposes and contain general building materials, tools and other assorted household items.

## Development Proposals

- 1.6 A pre-application discussion was held with the LBE (23/001125/PREAPP), which recommended a second pre-application meeting following further developments of the site's design.
- 1.7 In July 2023, a second pre-application meeting was held with LBE Planning, which resulted in all proposed units having increased mews level amenity, with the unit mix amended to accommodate larger units.
- 1.8 The proposed unit mix, therefore, comprises the following:
- 1 x 2-bedroom 3-person house;
  - 1 x 2-bedroom 4-person house;
  - 3 x 3-bedroom 5-person house; and
  - 1 x 4-bedroom 7-person house.
- 1.9 Access to each of the units is taken from the proposed mews level via a secure lift and stair from the existing ground floor level.
- 1.10 As the development will be located above the existing garages, their use will be retained as garages. Therefore, the access will be retained in its current location via Belmont Close.
- 1.11 The proposed development plans are included in **Appendix 1**.

## Report Structure

1.12 This TS has been structured as follows:

- **Section 2** of the report describes the existing transport characteristics of the site and its location;
- **Section 3** of the report describes the existing site's accessibility to facilities by sustainable modes of travel. This includes a description of the walking and cycling facilities and access to public transport;
- **Section 4** of the report provides a review of the relevant central government and local government land use and transport planning policy and guidelines;
- **Section 5** provides details of the development proposal including access arrangements, parking and servicing;
- **Section 6** details the likely traffic and trip generation associated with the proposed scheme and the impact of that traffic onto the local highway network;
- **Section 7** provides the Summary and Conclusions.

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## 2 EXISTING HIGHWAY CHARACTERISTICS

- 2.1 This section of the Transport Statement considers the site's transport context and a review of the local highway network.

### Site Context

- 2.2 The existing site comprises a garage block within a private development with a small, landscaped area located directly to the south and west of the block. The garages are currently accessed from two vehicular entrances at either end of the block. It is envisaged that this will remain the same after the development is built out.
- 2.3 The east of the site is bound by the rear yards of the commercial units located on Cockfosters Road.
- 2.4 The surrounding area to the south and west of the site is predominantly residential, with the east of the site providing retail facilities on Cockfosters Parade, in addition to Cockfosters London Underground Station. The site is not located within a Controlled Parking Zone (CPZ).

### Existing Garages

- 2.5 The majority of the garages are currently used for ad hoc storage purposes and contain general building materials, tools and other assorted household items. They are not used for day-to-day parking of cars.

### Existing Highway Network

- 2.6 The site is located on Belmont Close, which is a private cul de sac. It forms a simple priority junction with Mount Pleasant to the south. Belmont Close largely has private parking throughout its entire length.
- 2.7 Mount Pleasant is a two-way road, which is orientated in an east to west direction. It provides access towards A111 Cockfosters Road to the east and towards several residential roads to the west, including Ashurst Road, Belmont Avenue, Evelyn Road, Norrys Road and Hamilton Road.
- 2.8 The majority of Mount Pleasant has unrestricted parking, with some pay by phone/text (Monday to Saturday) close to its junction with A111 Cockfosters Road. Mount Pleasant also provides access towards Cockfosters Parade, which is orientated parallel to A111 Cockfosters Road.
- 2.9 A111 Cockfosters Road is a two-way road, which is orientated in a north to south direction. To the north, A111 Cockfosters Road provides access towards Cockfosters London Underground Station. A111 Cockfosters Road also provides access to the Potters Bar Interchange at approximately 4.3 kilometres to the north, which in turn enables access onto the M25.

### Parking Beat Surveys

- 2.10 Parking Beat Surveys were undertaken in accordance with the 'Lambeth Parking Methodology' on Wednesday 21<sup>st</sup> June and Thursday 22<sup>nd</sup> June 2023 by K&M Traffic Surveys, an independent traffic survey company. The surveys were undertaken to establish the existing on-street car

- parking capacity, or 'parking stress,' which immediately surrounds the development site and were used as part of the pre-application pack submission.
- 2.11 The surveys were undertaken overnight between 00:30 and 05:30 hours on two separate weeknights. The aim of this is to capture the maximum residential parking demand located within a 200-metre radius of the site. The size of a car parking spaces has been based on 5 metres.
- 2.12 A brief summary of the parking beat survey results indicated that:
- Wednesday 21<sup>st</sup> June - the average parking occupancy across the surveyed area was 47%.
  - Thursday 22<sup>nd</sup> June - the average parking occupancy across the surveyed area was 40%.
- 2.13 On both evenings the parking surveys demonstrate that there is more than sufficient on-street parking capacity for additional vehicles to park without having a detrimental impact on existing on-street parking users.
- 2.14 For comparison the local road network is deemed to be stressed when identified on-street parking occupancy exceeds 85% of capacity.
- 2.15 It is noted that the most likely locations for on-street parking would be Mount Pleasant and Cockfosters Parade (Service Road) based on the results of the survey.
- 2.16 A more detailed analysis of the parking beat surveys is included in the Parking Beat Technical Note, which is included in **Appendix 2**.

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## 3 ACCESSIBILITY

- 3.1 The modal choice for a particular journey is dependent on several factors. These include the type of development, trip purpose and availability of public transport, car ownership and distance from the scheme.
- 3.2 The mode of transport taken relates closely to the facilities available at both ends of the journey and to a lesser extent, choice of travel available to the individual. Where a choice of modes exists, the individual may prefer not to travel by private car; however, the overriding decision relates to the location and trip purpose.
- 3.3 This section of the report considers the sustainability of the site in terms of the opportunities for accessible travel, walking and cycling and public transport.

### Walking and Cycling Connectivity

- 3.4 Belmont Close and Mount Pleasant both have footways on either side of the carriageway and are adequately street-lit at regular intervals. The surrounding road network of residential streets and Cockfosters Road share similar characteristics, with street lighting and footways in place.
- 3.5 A111 Cockfosters Road, which is located to the east of the site is identified as a local cycleway, which provides connections to Cockfosters London Underground Station and Trent Park to the north, and towards the Cat Hill roundabout to the south, which connects towards Oakwood London Underground Station to the east.

### Access to Local Facilities

- 3.6 In line with current planning policy, development sites should be accessible by a variety of transport modes, to minimise travel by private car.
- 3.7 Manual for Streets (Paragraph 4.4.1) states the following:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”*
- 3.8 Furthermore, Local Transport Note 1/04a (Department for Transport 2004), considers acceptable walking and cycling distances at Paragraph 3.10.3, stating:

*“There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1km (0.6miles), and for cycling, it is 4km (2.4miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT (2000).”*



- 3.9 The Institution of Highways and Transportation (IHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggests acceptable, desirable, and maximum walking distances. **Table 3.1** contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

**Table 3.1: IHT Guidelines on Walking Distances (Metres)**

| Definition        | Town Centres | Commuting / School | Elsewhere |
|-------------------|--------------|--------------------|-----------|
| Desirable         | 200m         | 500m               | 400m      |
| Acceptable        | 400m         | 1,000m             | 800m      |
| Preferred Maximum | 800m         | 2,000m             | 1,200m    |

- 3.10 It is evident from **Table 3.1** that walking offers a great potential to replace short car trips, particularly for trips less than 2 kilometres.
- 3.11 Further to LTN 1/04, Local Transport Note 2/08 ‘Cycle Infrastructure Design’ (Department for Transport 2008) states:

*“Many utility cycle journeys are under 3 miles although, for commuter journeys, a trip distance of over 5 miles is not uncommon.”*

- 3.12 **Table 3.2** identifies the walking and cycling distance and time to local facilities and amenities measured from the site’s access. This table is not meant to provide an exhaustive list, rather an example of distances and travel time to local facilities and amenities.

**Table 3.2: Walking and Cycling Distances to Local Facilities from the Site**

| Facility                    | Distance from Site                     | Appropriate Journey Time (minutes)* |         |   |
|-----------------------------|--|-------------------------------------|---------|---|
|                             |  | Walking                             | Cycling |   |
| <b>Education</b>            |  |                                     |         |   |
| Pre-school                  | Christ Church Cockfosters Pre-School   | 500m                                | 7       | 2 |
| Primary School              | Trent Church of England Primary School | 650m                                | 9       | 2 |
| Pre-school                  | Blue Planet Montessori Nursery School  | 1100m                               | 15      | 5 |
| Secondary School            | Southgate School                       | 1100m                               | 15      | 4 |
| <b>Health and Community</b> |  |                                     |         |   |
| Health Facility             | Barndoc Healthcare                     | 450m                                | 6       | 3 |
| Religious Institution       | Christ Church Cockfosters              | 550m                                | 8       | 2 |
| <b>Shopping / Retail</b>    |  |                                     |         |   |
| Post Office                 | Cockfosters Post Office                | 350m                                | 4       | 1 |

|                           | Facility                       | Distance from Site | Appropriate Journey Time (minutes)* |         |
|---------------------------|--------------------------------|--------------------|-------------------------------------|---------|
|                           |                                |                    | Walking                             | Cycling |
| Local Supermarket         | Sainsbury's Local              | 500m               | 7                                   | 4       |
| Retail Centre             | Heddon Court Parade Retail     | 500m               | 7                                   | 4       |
| <b>Leisure Facilities</b> |                                |                    |                                     |         |
| Public Park               | Trent Park                     | 500m               | 7                                   | 2       |
| Gym                       | The Fit Factory                | 450m               | 6                                   | 2       |
| Sports Centre             | Cockfosters Cricket Club       | 650m               | 9                                   | 2       |
| Gym                       | The Fitness Circle             | 700m               | 9                                   | 2       |
| Sports Club               | Southgate County Football Club | 750m               | 11                                  | 3       |
| <b>Public Transport</b>   |                                |                    |                                     |         |
| Bus Stop                  | Belmont Avenue Bus Stop        | 70m                | 2                                   | 1       |
| Railway Station           | Cockfosters LUL Station        | 280m               | 5                                   | 2       |

(\*) distances based on Google Maps which takes into account local topography.

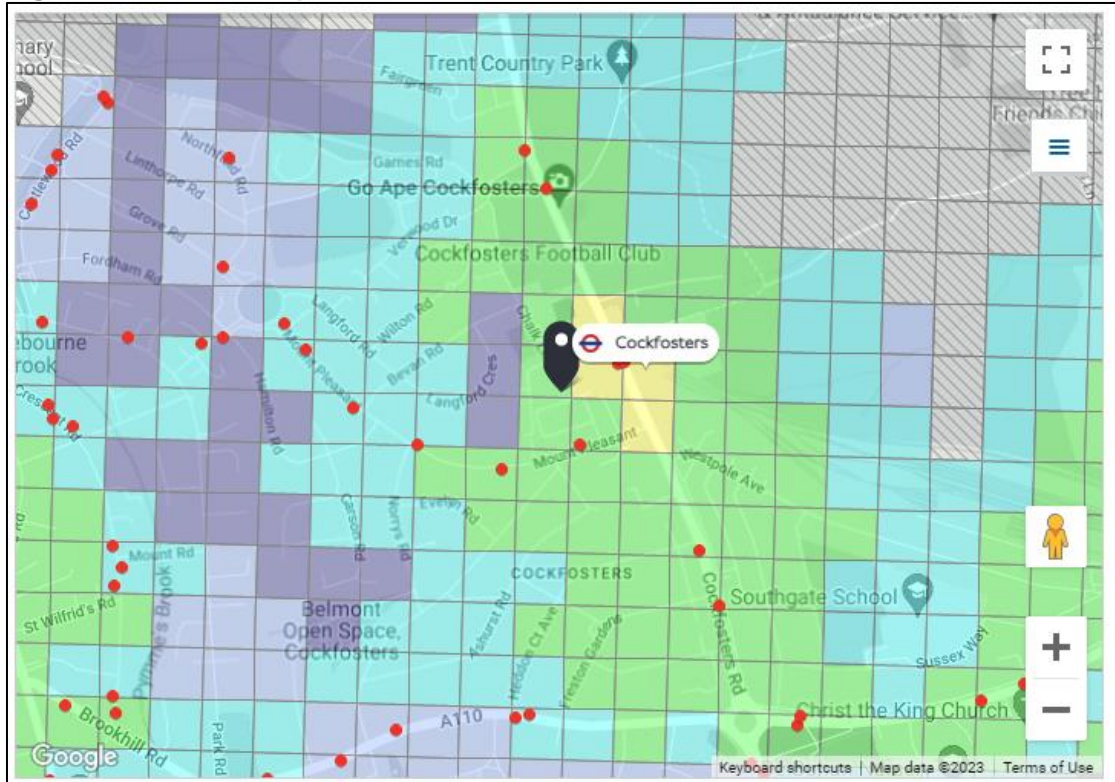
- 3.13 As can be seen a wide range of local facilities including schools, retail and health services are within either acceptable or the preferred walking distance and within acceptable cycling distance of the site.

## Public Transport Accessibility

### PTAL

- 3.14 To obtain a site specific PTAL for the proposed development site, the PTAL has been calculated using the TfL WebCAT online calculator. The PTAL calculation for the site is a score of 3 / 4, representing a 'moderate' / 'good' level of accessibility to public transport. The PTAL output is shown on **Figure 3.1**.
- 3.15 The level of public transport provision nearby the site can help residents and visitors to the development units access a range of key destinations by several travel modes, providing these people with a real and genuine choice of travel modes without needing to rely on private car use.
- 3.16 This includes local destinations within LBE that are primarily by bus, to other destinations in North and Central London, which are accessed by London Underground.
- 3.17 The full PTAL report is included in **Appendix 3**.

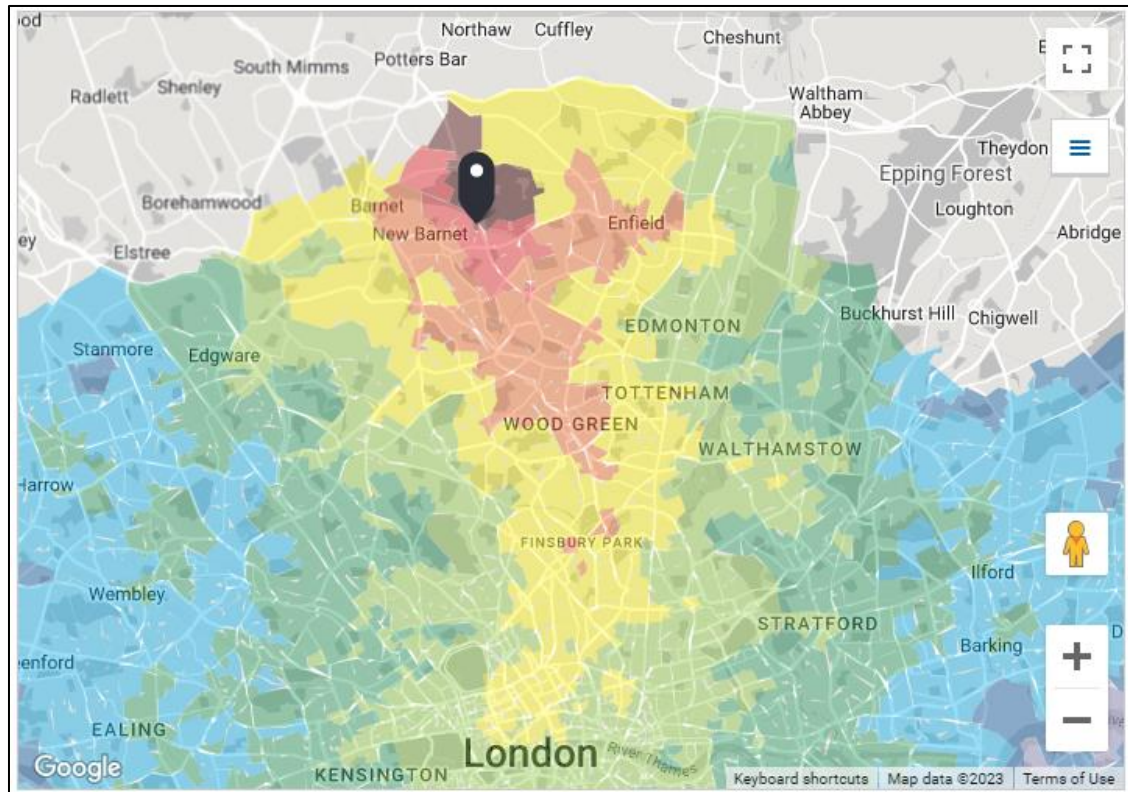
**Figure 3.1: PTAL Output**



### Time Mapping (TIM) and Wider Connectivity

- 3.18 A further and better representation of the level of wider public transport connectivity nearby the development site can be provided by Time Mapping (TIM) Mapping, a tool available on TfL's WebCAT connectivity toolkit website, which measures how far a person can travel in any given journey time.
- 3.19 As can be seen from the output TIM map, several key employment destinations within Central London can be accessed within 60-75 minutes, such as: Islington, Marylebone, Soho, and parts of Westminster.

**Figure 3.2: Time Mapping (TIM) Output**



3.20 The TIM Mapping output map provides a far more accurate representation of the level of public transport provision from the development site and shows that the site is very well connected to the wider public transport network including both for local trips and those throughout London.

### Bus Services

3.21 The nearest bus stop to the site is the Belmont Avenue Bus Stop, which is located within 70m walking distance (2-minute walking time) of the site. This stop is served by the 384-bus route, which connects Edgware Bus Station to Cockfosters London Underground Station via High Barnet London Underground Station.

3.22 The site is also located approximately 280m walking distance (5-minute walking time) from Cockfosters Station (Stop A and B). Those stops are served by several frequent bus routes including 298, 299, 384, 699 and N91, which connect Cockfosters towards Muswell Hill, Arnos Grove, Edgware and High Barnet.

3.23 The above bus services have excellent levels of frequency and are located within reasonable walking distances (70m and 280m respectively) from the site. A bus spider map of the nearby area is included in **Appendix 4**.

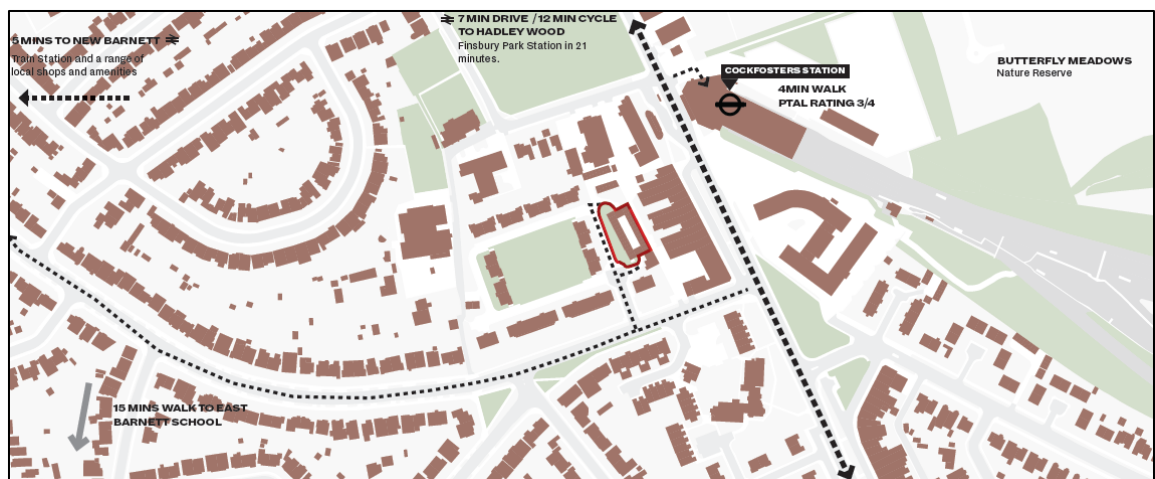
## London Underground Services

- 3.24 The closest station to the site is Cockfosters London Underground Station, which is approximately 280 metres (3-minute walking distance) to the north of the site. Cockfosters London Underground Station is the Piccadilly Line eastbound terminus.
- 3.25 Cockfosters London Underground Station is located in Travel Zone 5 and has several station facilities in place, including a station car park. Cockfosters is a step-free station.
- 3.26 The station is situated on the Piccadilly Line and provides the following services in either direction:
- 6 trains per hour – Cockfosters to Heathrow Terminal 4;
  - 6 trains per hour – Cockfosters to Heathrow Terminal 5;
  - 3 trains per hour – Cockfosters to Rayners Lane; and
  - 3 trains per hour - Cockfosters to Uxbridge.
- 3.27 As outlined earlier, Cockfosters Station Bus Stops A and B are located adjacent to the station, which provide additional access from the station to other destinations that might not be served by the London Underground network including Muswell Hill.
- 3.28 Cockfosters London Underground Station, therefore, provides an excellent level of service, therefore, providing residents a suitable alternative mode of travel.

## Accessibility Summary

- 3.29 In terms of sustainability, the scheme is located in a highly sustainable location with a wide range of facilities, bus, and London Underground services all within a reasonable walking distance of the site. **Figure 3.3** outlines the context of the site to public transport and other local facilities.

**Figure 3.3: Local Context Plan**



- 3.30 The site is within 70m walking distance of the Belmont Avenue Bus Stop and is also located within 280m walking distance of the Cockfosters Station bus stops. Those stops are served by

several bus routes including 298, 299, 384, 699 and N91, which connect Cockfosters towards Muswell Hill, Arnos Grove, Edgware and High Barnet.

- 3.31 The site is within 280 metres of Cockfosters London Underground Station, thus has direct access to London's excellent public transport network.
- 3.32 The A111 Cockfosters Road is also identified as a local cycleway, which provides direct connections to local bus stops, Cockfosters London Underground Station, nearby retail facilities and Trent Park to the north.
- 3.33 The site is well placed to provide future residents with realistic travel alternatives to private car use, by encouraging active and sustainable modes of transport such as walking, cycling and use of public transport.

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## 4 PLANNING POLICY

- 4.1 This section of the Transport Statement summarises the relevant national, regional, and local transport policy against which the development proposals have been considered.

### National Policy

#### National Planning Policy Framework (NPPF, 2023)

- 4.2 The current National Planning Policy Framework (NPPF), updated in September 2023, replaces the previous NPPF published in March 2012 as revised in July 2018, February 2019 and July 2021.
- 4.3 The NPPF outlines several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, Section 9 'Providing Sustainable Transport'.
- 4.4 Paragraph 110 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
  - b) Safe and suitable access to the site can be achieved for all users;*
  - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Guide; and*
  - d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 4.5 Paragraph 111 continues that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 4.6 In terms of planning applications NPPF states at paragraph 112(1) that development should:
- “Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”*
- 4.7 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

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## Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

- 4.8 This guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.
- 4.9 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.
- 4.10 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe,” which may be a reason for refusal, in accordance with NPPF.

## Regional Policy

### London Plan (2021)

- 4.11 The London Plan, which was adopted in March 2021, is the spatial development strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for good growth.
- 4.12 Policy T1 ‘Strategic Approach to Transport’ states:
- “Development Plans should support, and development proposals should facilitate:*
- a. The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and*
  - The proposed transport schemes set out in Table 10.1.*
  - b. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”*
- 4.13 Policy T3 ‘Transport Capacity, Connectivity and Safeguarding’ notes the following:
- “Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.”*
- 4.14 Policy T4 ‘Assessing and Mitigating Transport Impacts’ asserts that:
- *“When required in accordance with national or local guidance transport assessments / statements should be submitted with development proposals to ensure that impacts on*



*the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance;*

- *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified;*
- *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans, and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure;*
- *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be considered and mitigated;*
- *Development proposals should not increase road danger.”*

4.15 Policy T5 ‘Cycle Parking’ states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through the provision of appropriate levels of cycle parking, which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2 and should be designed and laid out in accordance with the London Cycling Design Standards.

4.16 **Table 4.1** sets out the minimum cycle parking standards for a residential development.

**Table 4.1: Minimum Cycle Parking Standards (London Plan 2021)**

| Use Class              | Long-Stay   | Short-Stay  |
|------------------------|---|---|
| C3-C4: Dwellings (All) | <ul style="list-style-type: none"> <li>• 1 space per studio or 1 person 1 bedroom dwelling</li> <li>• 1.5 spaces per 2-person 1 bedroom dwelling</li> <li>• 2 spaces per all other dwellings</li> </ul> | <ul style="list-style-type: none"> <li>• 5 to 40 dwellings: 2 spaces</li> <li>• Thereafter: 1 space per 40 dwellings</li> </ul> |

4.17 Long-stay cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather, ideally in a sheltered cycle store.

- 4.18 Regarding short-stay cycle parking, it is stated that provision must be convenient and readily accessible, having step-free access and located nearby the main residential entrance wherever possible.

## Local Planning Policy and Guidance

- 4.19 The local planning policy and guidance documents that are pertinent to this development include the following:
- Enfield Core Strategy (2010); and
  - Enfield Development Management Document (2014).

### Enfield Core Strategy (2010)

- 4.20 The Enfield Core Strategy was adopted in November 2010. The Core Strategy focuses on ‘a thorough understanding of the local challenges and opportunities facing Enfield.’ It also provides ‘certainty over development over the coming years and is based on a shared understanding of our commitments and priorities.’
- 4.21 The document has been designed to outline a ‘spatial planning framework for the long-term development of the Borough for the next 15 to 20 years.’
- 4.22 Enfield’s Core Strategy outlines the following for pedestrians and cyclists:

#### *“CORE POLICY 25 PEDESTRIANS AND CYCLISTS*

*The Council, working with its partners, will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists and other non-motorised modes by:  
Developing and implementing improvements to strategic and local walking and cycle routes in the Borough;*

*Improving the quality and safety of the public realm, implementing streetscape improvements to be outlined in the Enfield Design Guide and relevant area action plans, fostering road safety, and implementing ‘Streets for People’ initiatives; and  
Working with Department for Transport, Network Rail and Transport for London to ensure that West Anglia rail line improvements address the barrier to east-west movements for pedestrians and cyclists caused by the line in the east of the Borough, including the identification of alternative crossing points.*

*Priority will be given to schemes that overcome community severance, particularly those linking communities on either side of the West Anglia Main Line, routes to schools, town centres and recreational resources including greenways and the Lee Valley Regional Park.”*

## Enfield Development Management Document (DMD) (2014)

- 4.23 Enfield's Development Management Document was adopted in November 2014 and has been designed to 'provide detailed criteria and standard based policies by which planning applications will be determined and will be a key vehicle in delivering the vision and objectives for Enfield.'
- 4.24 Policy DMD 45 relates to parking standards and layout, and outlines that car parking proposals will be considered against the standards outlined in the London Plan.
- 4.25 In terms of parking design, 'all new development should make provision for active and passive electrical charging points,' which would be in accordance with the London Plan standards.

### Summary

- 4.26 The key transportation policy is to ensure that new developments are in locations which are and can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.
- 4.27 In terms of sustainability, the site benefits from accessibility to existing bus and London Underground services and is accessible on foot and cycle. The site, therefore, can provide occupants with a realistic alternative to the private car and will promote travel using active transport modes.
- 4.28 As such, the site's location is considered to accord to relevant land use and transport policy.

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## 5 DEVELOPMENT PROPOSALS

- 5.1 This section of the TS describes the development proposals in terms of land use, access arrangements for all modes, car and cycle parking provision, and servicing and refuse collection arrangements.
- 5.2 The proposed unit mix, therefore, is the following:
- 2 x 2-bedroom unit;
  - 3 x 3-bedroom unit; and
  - 1 x 4-bedroom unit.
- 5.3 The proposed layout plans are provided in **Appendix 1**.

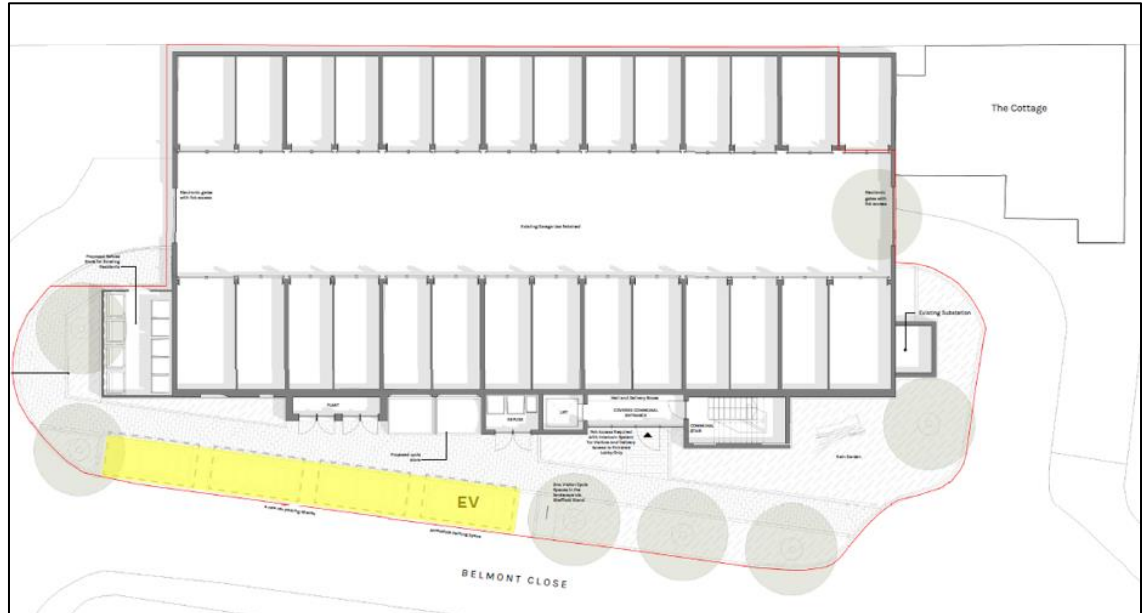
### Pedestrian and Vehicular Access

- 5.4 Pedestrian and vehicular access to the development site will continue to be provided via Belmont Close, and it is not proposed to change this route.
- 5.5 Access to each of the units is taken from the proposed mews level via a secure lift and stair from the existing ground floor level.

### Car Parking

- 5.6 The proposed development will provide four car parking spaces (including an accessible car parking space) located to the front of the site, which is consistent with London Plan residential car parking standards for sites with a PTAL rating of 3 / 4 in Outer London, which outline between 0.5 to 0.75 spaces per dwelling. The car parking spaces located closest to the main lobby will have an EV Charging Point.
- 5.7 The four car parking spaces are highlighted in yellow in **Figure 5.1**.
- 5.8 The new flats will also be constructed over the existing garages and the garages will remain in place following construction therefore there will not be an impact to the users of the garages once the development is complete.

**Figure 5.1: Car Parking Spaces (Highlighted in Yellow)**

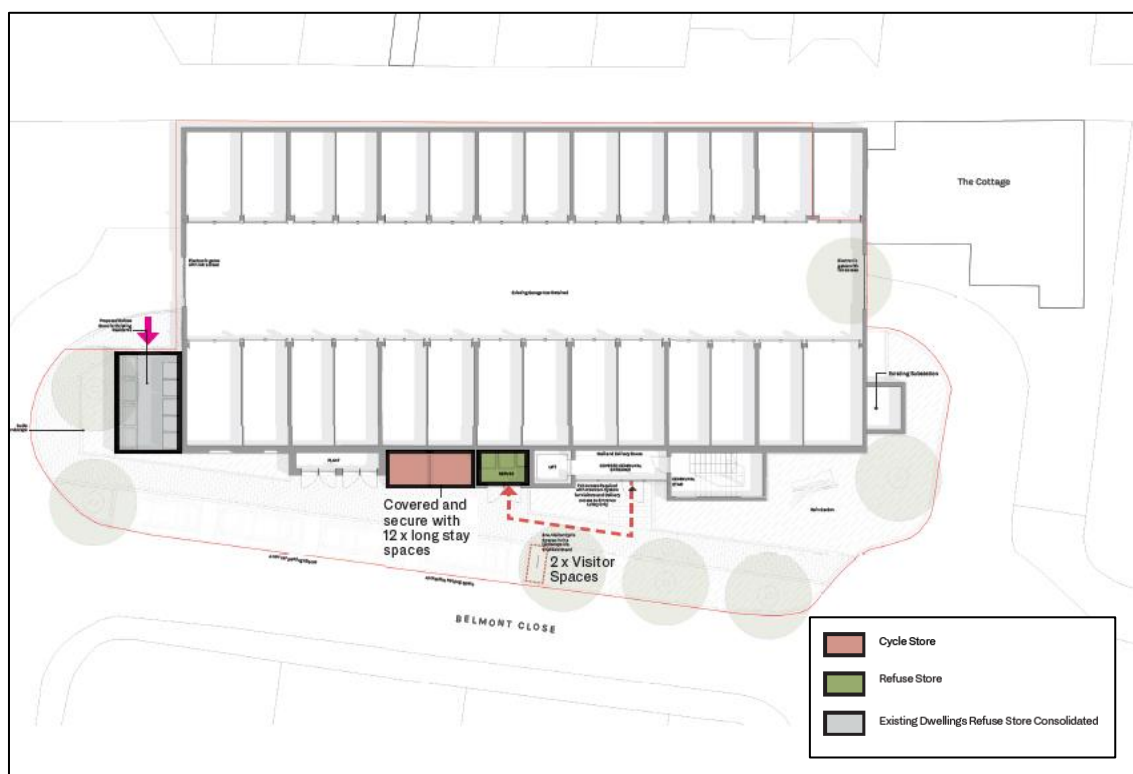


5.9 As previously discussed in Section 2, a Parking Beat Survey has been undertaken to assess the local demand, with the results discussed in the Parking Beat Technical Note included in **Appendix 2**.

## Cycle Parking

- 5.10 Each proposed dwelling will have access to two cycle parking spaces within a secure, covered cycle store located adjacent to the proposed refuse store.
- 5.11 This cycle storage will also provide an electric charging point and provisions for larger cycles. There will also be a total of two visitor cycle parking spaces located to the front of the site.
- 5.12 The proposed cycle storage locations are outlined in **Figure 5.2**.

**Figure 5.2: Cycle Parking Store**



- 5.13 Overall, the proposed cycle parking meets the minimum London Plan cycle standards presented in **Table 4.1** and is in accordance with Enfield Forest Policy.

## Servicing and Waste Collection Strategy

- 5.14 Delivery vehicles will deliver using the same method as the existing residential dwellings located in Belmont Close. Six additional residential units will only generate a small number of delivery vehicles across a typical day, which will be limited to small vans and cars. All deliveries are expected to have a very short duration of stay, with deliveries completed in 1-2 minutes.
- 5.15 Refuse will be collected using the same refuse vehicles that collects refuse from the existing residential units on Belmont Close. Refuse storage will be provided for all of the units in a secure communal bin store. The existing and proposed refuse storage location is outlined in **Figure 5.2**.

- 5.16 Refuse collection are expected to be weekly collections, which alternate between general refuse and recycling, as per London Borough of Enfield waste collection regime.

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## 6 TRIP GENERATION AND IMPACT ASSESSMENT

- 6.1 This section of the Transport Statement considers the traffic generation for the site on the local highway network. As the garages on Belmont Close will be retained, the trips generated by the development proposals will comprise additional trips.
- 6.2 In determining the predicted traffic generation for the site, information has been collected from similar sites on the TRICS (version 7.10.2) database. This will be used to assess the potential effect of the proposals on the transport network.

### Proposed Trip Generation

- 6.3 The TRICS (version 7.10.2) database has been used as part of the assessment in determining the likely trip generation of the proposed site.
- 6.4 To ensure that all sites selected are comparable to the proposed scheme, the following site selection parameters have been applied.
- a. Land Use: Residential;
  - b. Category: Flats Privately Owned;
  - c. Number of Dwellings: 3 – 20 selected;
  - d. PTAL Rating: 4-6 selected;
  - e. Time Period: Weekdays; and
  - f. Location: Greater London.
- 6.5 The proposed development comprises of six apartments (C3 use class). The total person trip rates for the proposed residential dwellings have been established based on similar surveyed sites within the TRICS database. More specifically, the trip generation rates have been derived on surveyed private residential flatted developments within Greater London.
- 6.6 The total person trip rates and generation for a weekday morning and evening peak hour and daily trip rates (07:00-21:00) are set out in **Table 6.1**. The trip rates have been applied to the proposed 6 apartments, to calculate the total person arrival and departure trip generation in the aforementioned time periods. The TRICS reports are included at **Appendix 5**.



**Table 6.1: Total Person Trip Rates and Generation (6 Private Flats)**

|                    | AM Peak Hour<br>(08:00-09:00) |       |         | PM Peak Hour<br>(17:00-18:00) |       |         | Daily<br>(07:00-21:00) |       |         |
|--------------------|-------------------------------|-------|---------|-------------------------------|-------|---------|------------------------|-------|---------|
|                    | Arr.                          | Dep.  | Two-Way | Arr.                          | Dep.  | Two-Way | Arr.                   | Dep.  | Two-Way |
| Trip Rate          | 0.114                         | 0.543 | 0.657   | 0.257                         | 0.114 | 0.371   | 2.656                  | 2.886 | 5.542   |
| Total Person Trips | 1                             | 3     | 4       | 2                             | 1     | 2       | 16                     | 17    | 33      |

6.7 **Table 6.1** demonstrates that the proposed development will generate 4 additional two-way person trips in the morning peak hour, 2 additional two-way person trip in the evening peak hour, and 33 additional two-way person trips over the daily period.

6.8 To understand the likely modes of travel of residents associated with the proposed development, the modal split derived from the TRICS database has been used. A breakdown of the trips with the modal split is outlined in **Table 6.2**.

**Table 6.2: Multi-Modal Trip Generation (6 Private Flats)**

| Mode         | Modal Split (%) | AM Peak Hour<br>(08:00-09:00) |          |          | PM Peak Hour<br>(17:00-18:00) |          |          | Daily<br>(07:00-21:00) |           |           |
|--------------|-----------------|-------------------------------|----------|----------|-------------------------------|----------|----------|------------------------|-----------|-----------|
|              |                 | Arr.                          | Dep.     | Two-Way  | Arr.                          | Dep.     | Two-Way  | Arr.                   | Dep.      | Two-Way   |
| Car Driver   | 27.0%           | 0                             | 1        | 1        | 0                             | 0        | 1        | 4                      | 5         | 9         |
| Bus          | 10.4%           | 0                             | 0        | 0        | 0                             | 0        | 0        | 2                      | 2         | 3         |
| Cyclists     | 4.9%            | 0                             | 0        | 0        | 0                             | 0        | 0        | 1                      | 1         | 2         |
| Pedestrians  | 38.7%           | 0                             | 1        | 2        | 1                             | 0        | 1        | 6                      | 7         | 13        |
| Rail         | 19.0%           | 0                             | 1        | 1        | 0                             | 0        | 0        | 3                      | 3         | 6         |
| <b>Total</b> | <b>100%</b>     | <b>1</b>                      | <b>3</b> | <b>4</b> | <b>2</b>                      | <b>1</b> | <b>2</b> | <b>16</b>              | <b>17</b> | <b>33</b> |

6.9 **Table 6.2** demonstrates that the 6 private flats predominantly generate pedestrian trips (38.7%), with 2 additional two-way pedestrian trips in the morning peak hour, 1 additional two-way pedestrian trips in the evening peak hour, and 13 additional two-way pedestrian trips over the daily period.

6.10 **Table 6.2** demonstrates that the 6 private flats generate 1 additional two-way car driver trip in the morning peak hour, 1 additional two-way car driver trip in the evening peak hour, and 9 additional two-way car driver trips over the daily period.

6.11 The remainder of trips are dispersed across other sustainable modes of transport (public transport and cycling).

## Summary

- 6.12 The trip generation assessment presented in this chapter of the Transport Statement shows that the proposed development will have minimal traffic impact to the site's surrounding highway network.

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## 7 CONCLUSIONS

- 7.1 This Transport Statement has been prepared by RPS on behalf of Foxglade Properties Limited (the 'Client') to accompany a planning application to support the development of garages located opposite 67 Belmont Close, Cockfosters, EN4 9LT. The application site is located within the jurisdiction of the London Borough of Enfield (LBE).
- 7.2 The proposal would see the development of six dwellings to be built on top of the existing garages located above the garages located opposite to 67 Belmont Close. This would comprise 1 x 2-bedroom 3-person house, 1 x 2-bedroom 4-person house, 3 x 3-bedroom 5-person house, and 1 x 4-bedroom 7-person house.
- 7.3 The site will provide a total of four car parking spaces, which is in line with the site's PTAL rating of 3 / 4 for Outer London, which equates to 0.5-0.75 car parking spaces per unit. This accords with the London Plan's car parking standards.
- 7.4 A total of long-stay cycle parking spaces will be provided in a cycle store. Therefore, each dwelling will have access to two spaces within a secure, covered cycle store located adjacent to the refuse store for the existing Belmont Close residents. This cycle store will also provide provisions for larger cycles and an electrical charging point. This is provided in accordance with the Enfield Forest Policy and the London Plan Cycle Parking standards. The site will also provide a total of two visitor cycle parking spaces located at the front of the site.
- 7.5 The site is very well located for access to a range of local facilities and amenities, which would enable future residents to use non-car modes of travel for many journey purposes.
- 7.6 The TRICS database has been used as part of the assessment in determining the likely trip generation of the proposed site. As the garages on Belmont Close will be retained, the trips generated by the development proposals will comprise additional trips.
- 7.7 The proposals have demonstrated that the development of the site to include six units to be located above the garages would result in a total of 33 additional two-way person trips over the course of a whole day. In terms of car driver related trips, this would result in 9 additional two-way car driver trips across the day, which would result in a negligible impact on the highway network. Other trips to the site would be undertaken by sustainable modes of transport, including cycle, bus and London Underground making use of the site's good accessibility to public transport.
- 7.8 The results of the parking beat surveys indicated that based on the Lambeth Parking Methodology, the existing night-time on-street parking occupancy is between 40-47%. This is significantly under the 85% threshold where networks are considered to be stressed (at capacity). Therefore, should there be any more parking demand above the four spaces being provided for then this demand can be comfortably accommodated on the local highway network.
- 7.9 The proposed development will therefore have minimal traffic impact on the operation of the local transport or highway networks or highway safety, in accordance with the requirements outlined in the NPPF.
- 7.10 Based on the details outlined above, it is considered that the development proposals could be accommodated without detriment to the operation of the local highway network. As such, the

development proposal would not result in a 'severe' impact, therefore, is acceptable in accordance with national, regional and local policies.

## Appendices

## Appendix 1 – Proposed Development Plans

**Project**  
Belmont Close

**Project address**  
Belmont Close  
Cockfosters  
BARNET  
EN4 9LS

**Client**  
Private

**Sheet number**  
1121-DFA-PL - 101

**Sheet name**  
Proposed Site Plan

**Sheet scale**  
1:200 @ A1

**Date/time**  
30/11/2023 15:02:36

| Rev | Description    | Date     | Issued | Checked |
|-----|----------------|----------|--------|---------|
| 1   | Planning Issue | 30/11/23 | ZI     | JD      |

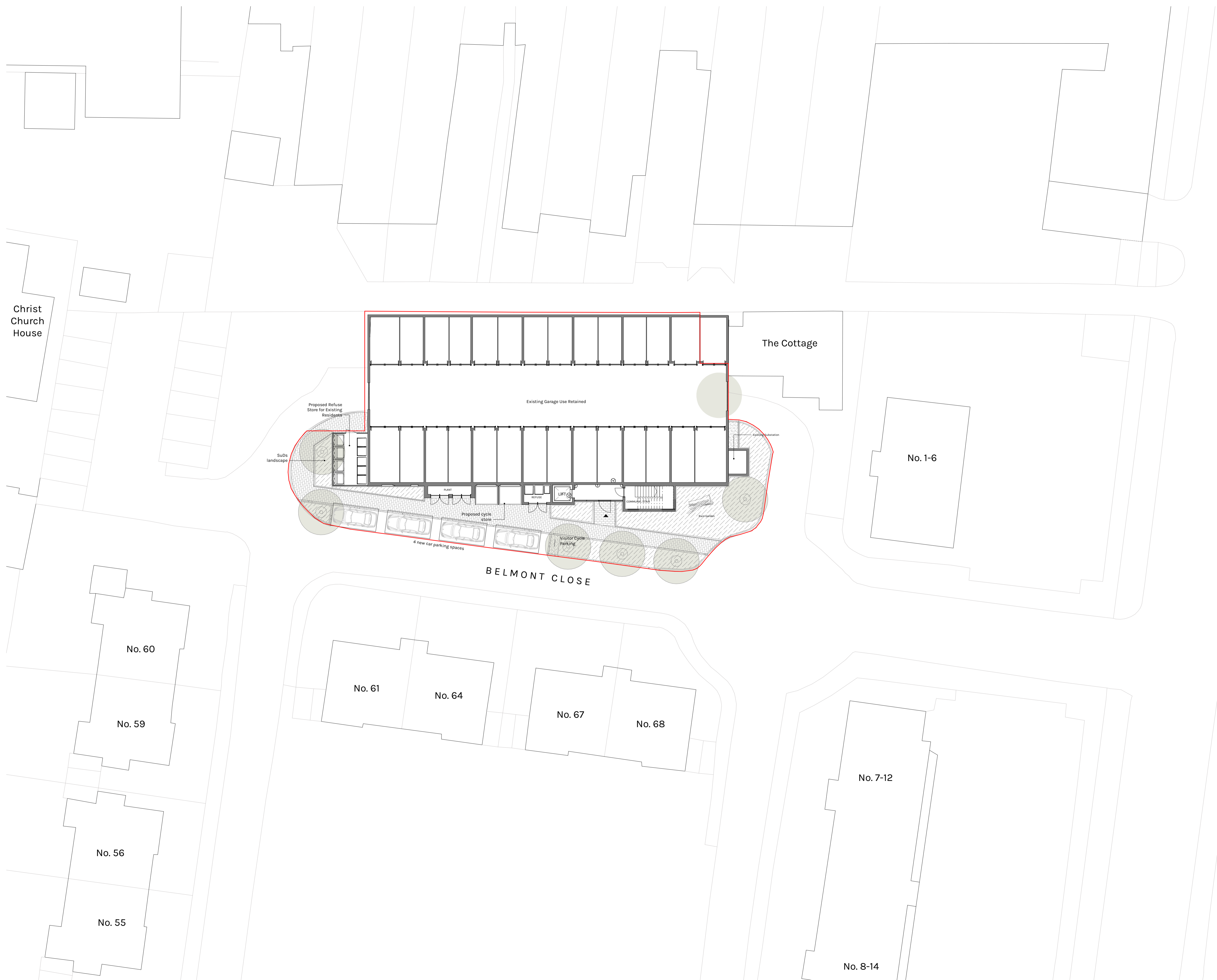
**Project status**  
**Planning**

**GENERAL NOTES:**

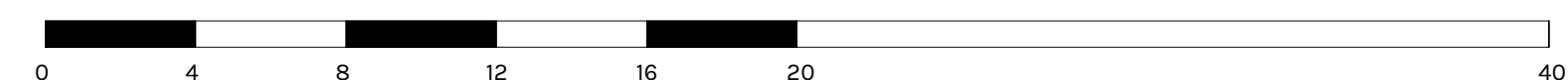
This drawing is not for construction and is for information purposes only. Contractor to provide detailed design and construction information. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site with any discrepancies reported to the architect.

OS information no accurate and not to be used for measurements.

Downen Farmer Architects Ltd is incorporated in England & Wales. Company registration number 10861309.



Scale Bar: 1:200 @ A1 (Metres)



| Rev | Description    | Date     | Issued | Checked |
|-----|----------------|----------|--------|---------|
| 1   | Planning Issue | 30/11/23 | ZI     | JD      |

Project status

## Planning

GENERAL NOTES:

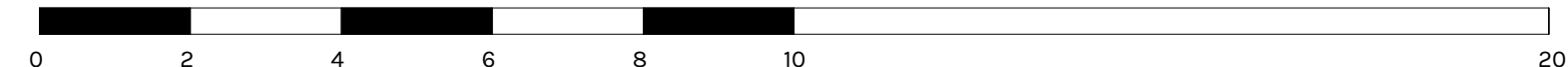
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OS information no accurate and not to be used for measurements.

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Scale Bar: 1:100 @ A1 (Metres)





| Rev | Description    | Date     | Issued | Checked |
|-----|----------------|----------|--------|---------|
| 1   | Planning Issue | 30/11/23 | ZI     | JD      |

This drawing is not for construction and is for information purposes only. Contractor to provide detailed design and construction information. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site with any discrepancies reported to the architect.

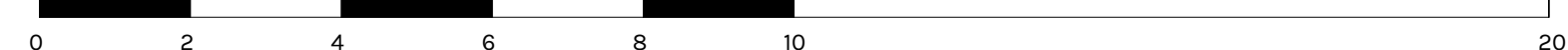
OS information no accurate and not to be used for measurements.

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\* Obscure glazing to front piece of window

Scale Bar: 1:100 @ A1 (Metres)



## **Appendix 2 – Parking Beat Technical Note**

# TRANSPORT TECHNICAL NOTE

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**Project Title:** Garages Opposite 67 Belmont Close, Cockfosters EN4 9LT  
**Report Reference:** JNY11741-01  
**Date:** 12 July 2023

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## Introduction

- 1.1 RPS Consulting Services Ltd has been instructed by Foxglade Properties Limited (the 'client') to produce a Technical Note (TN) to support the development of garages located opposite 67 Belmont Close, Cockfosters, EN4 9LT. The site is located in the London Borough of Enfield (LBE).
- 1.2 The existing site comprises a garage block within a private development with a small, landscaped area located directly to the south and west of the block. The garages are currently accessed from two vehicular entrances at either end of the block. It is envisaged that this will remain the same after the development is built out.
- 1.3 This TN has been prepared to provide an indication of the existing transport conditions in addition to providing a summary to the recent parking beat survey undertaken within in the vicinity of the site.

## Local Transport Context

- 1.4 The site has a PTAL rating of 3, which indicates that the site has 'moderate' accessibility to public transport.
- 1.5 The site is situated within 280m walking distance from Cockfosters London Underground Station. Cockfosters is the northern terminus station of the Piccadilly Line and is located in Travel Zone 5. There are typically six trains per hour from Cockfosters to Heathrow Terminal 4, six trains per hour from Cockfosters to Heathrow Terminal 5, three trains per hour from Cockfosters to Rayners Lane and three trains per hour from Cockfosters to Uxbridge.
- 1.6 The site is located within 70m walking distance from the nearest bus stop to the site, which is the Belmont Avenue Stop, which is served by the 384 bus route.
- 1.7 A111 Cockfosters Road and Cockfosters Parade has several restaurants and cafes, and amenities in place including Cockfosters Post Office.

## Parking Beat Methodology

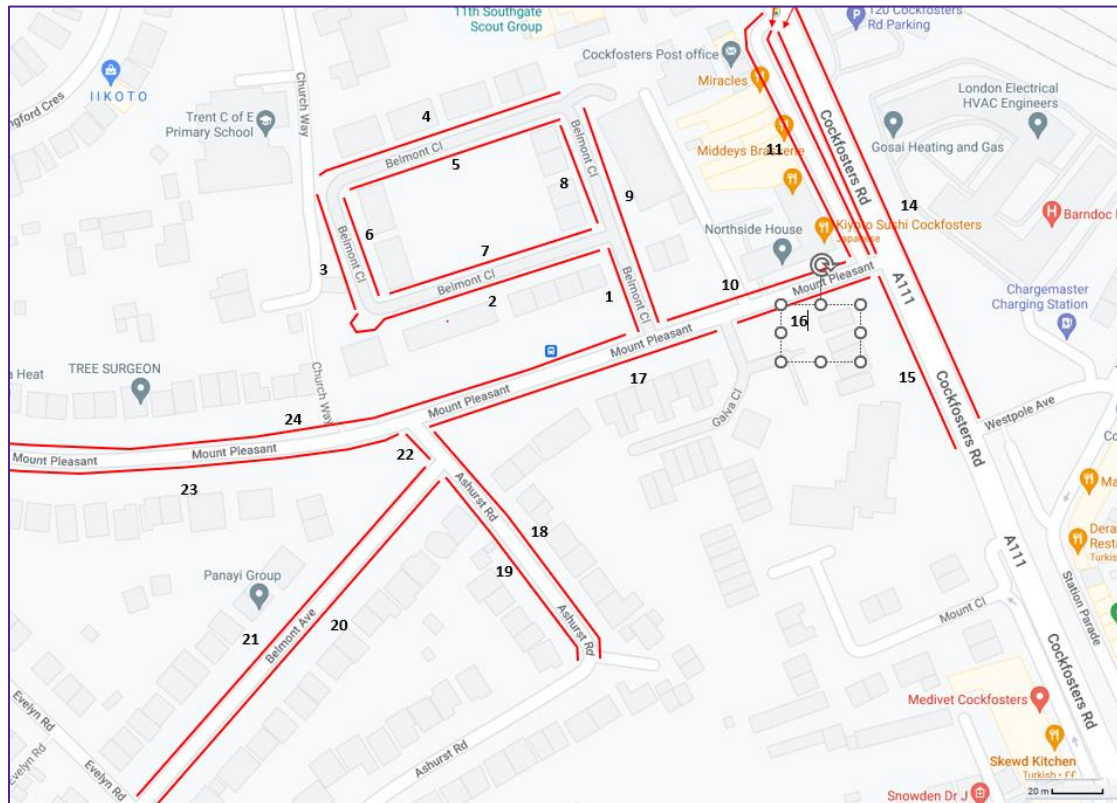
- 1.8 The existing on-street car parking capacity, or 'parking stress', which immediately surrounds the development site has been assessed by undertaking manual parking beat surveys that are in accordance with the 'Lambeth Parking Methodology'.
  - 1.9 The parking beat surveys were undertaken overnight between 00:30 and 05:30hours on two separate weeknights. The aim of this is to capture the maximum residential parking demand
-

## TRANSPORT TECHNICAL NOTE

located within a 200-metre radius of the site. The size of a car parking spaces has been based on 5 metres.

1.10 The extent of the survey location is outlined in **Figure 1.1**.

**Figure 1.1: Parking Beat Study Area**



1.11 As can be seen from **Figure 1.1**, the parking beat survey extent included the following local roads:

- Belmont Close;
- Mount Pleasant;
- Belmont Avenue;
- Ashurst Road;
- Cockfosters Parade (Service Road); and
- Cockfosters Road.

# TRANSPORT TECHNICAL NOTE

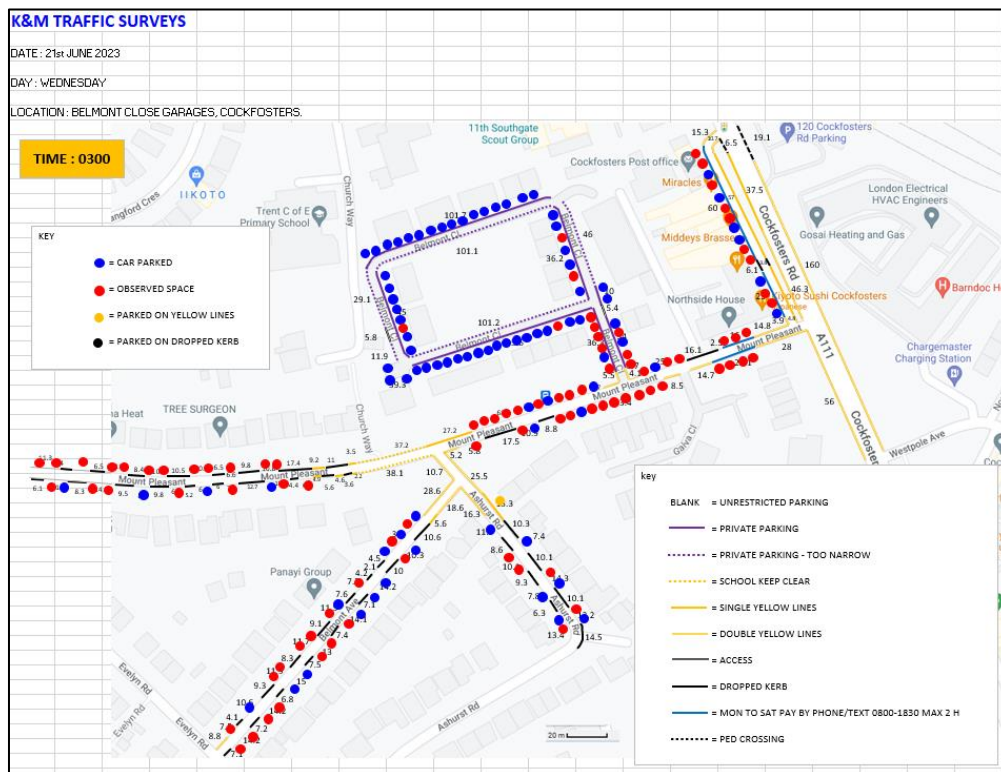
## Parking Beat Results

- 1.12 The parking beat surveys by K&M Traffic Surveys on Wednesday 21st June at 03:00 and Thursday 22nd June at 03:30.
- 1.13 The results of the parking beat stress survey are summarised in **Table 1.1** and **Table 1.2** below. The location of the cars parked on both survey days is included in **Figure 1.2** and **1.3**, with blue dots indicating the location of parked cars and red dots indicating available parking spaces.

**Table 1.1: Wednesday 21 June 2023 – Parking Beat Stress Survey**

| Road Name / Parking Area          | Parking Capacity | Spaces Occupied | Spare Spaces | % Occupancy |
|-----------------------------------|------------------|-----------------|--------------|-------------|
| Belmont Close                     | 61               | 49              | 12           | 71%         |
| Mount Pleasant                    | 59               | 10              | 49           | 24%         |
| Cockfosters Parade (Service Road) | 15               | 6               | 9            | 40%         |
| Ashurst Road                      | 11               | 6               | 5            | 55%         |
| Belmont Avenue                    | 28               | 11              | 17           | 47%         |
| <b>TOTAL PARKING</b>              | <b>174</b>       | <b>82</b>       | <b>92</b>    | <b>47%</b>  |

**Figure 1.2: Parking Beat Survey Results – Wednesday 21 June 2023**

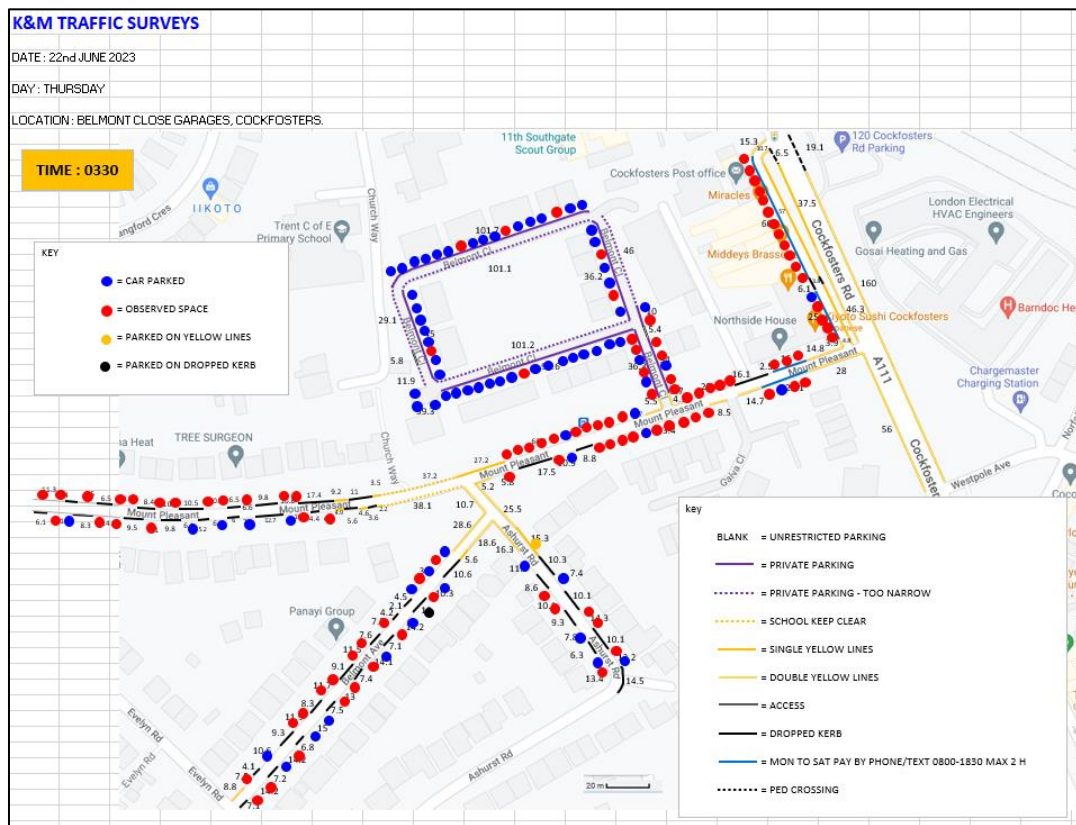


# TRANSPORT TECHNICAL NOTE

**Table 1.2: Thursday 22 June 2023 – Parking Beat Stress Survey**

| Road Name / Parking Area          | Parking Capacity | Spaces Occupied | Spare Spaces | % Occupancy |
|-----------------------------------|------------------|-----------------|--------------|-------------|
| Belmont Close                     | 61               | 45              | 16           | 66%         |
| Mount Pleasant                    | 60               | 10              | 50           | 24%         |
| Cockfosters Parade (Service Road) | 17               | 1               | 16           | 6%          |
| Ashurst Road                      | 11               | 5               | 6            | 45%         |
| Belmont Avenue                    | 28               | 10              | 18           | 36%         |
| <b>TOTAL PARKING</b>              | <b>177</b>       | <b>71</b>       | <b>106</b>   | <b>40%</b>  |

**Figure 1.3: Parking Beat Survey Results – Thursday 22 June 2023**



1.14 The results identify that on Wednesday 21<sup>st</sup> June, the average parking occupancy across the surveyed area was 47% and on Thursday 22<sup>nd</sup> June, the average parking occupancy across the surveyed area was 40%. In both cases, this demonstrates that there is ample capacity for

## TRANSPORT TECHNICAL NOTE

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additional vehicles to park on-street. It is noted that the most likely locations for on-street parking would be Mount Pleasant and Cockfosters Parade (Service Road).

- 1.15 The local road network is deemed to be stressed when identified on-street parking occupancy exceeds 85% of capacity.

### Summary

- 1.16 The results of the parking beat surveys indicated that based on the Lambeth Parking Methodology, the existing night-time on-street parking occupancy is between 40-47%. This is significantly below the 85% threshold where networks are considered to be stressed (at capacity).

## TRANSPORT TECHNICAL NOTE

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# APPENDIX 1 – PARKING BEAT SURVEY RESULTS

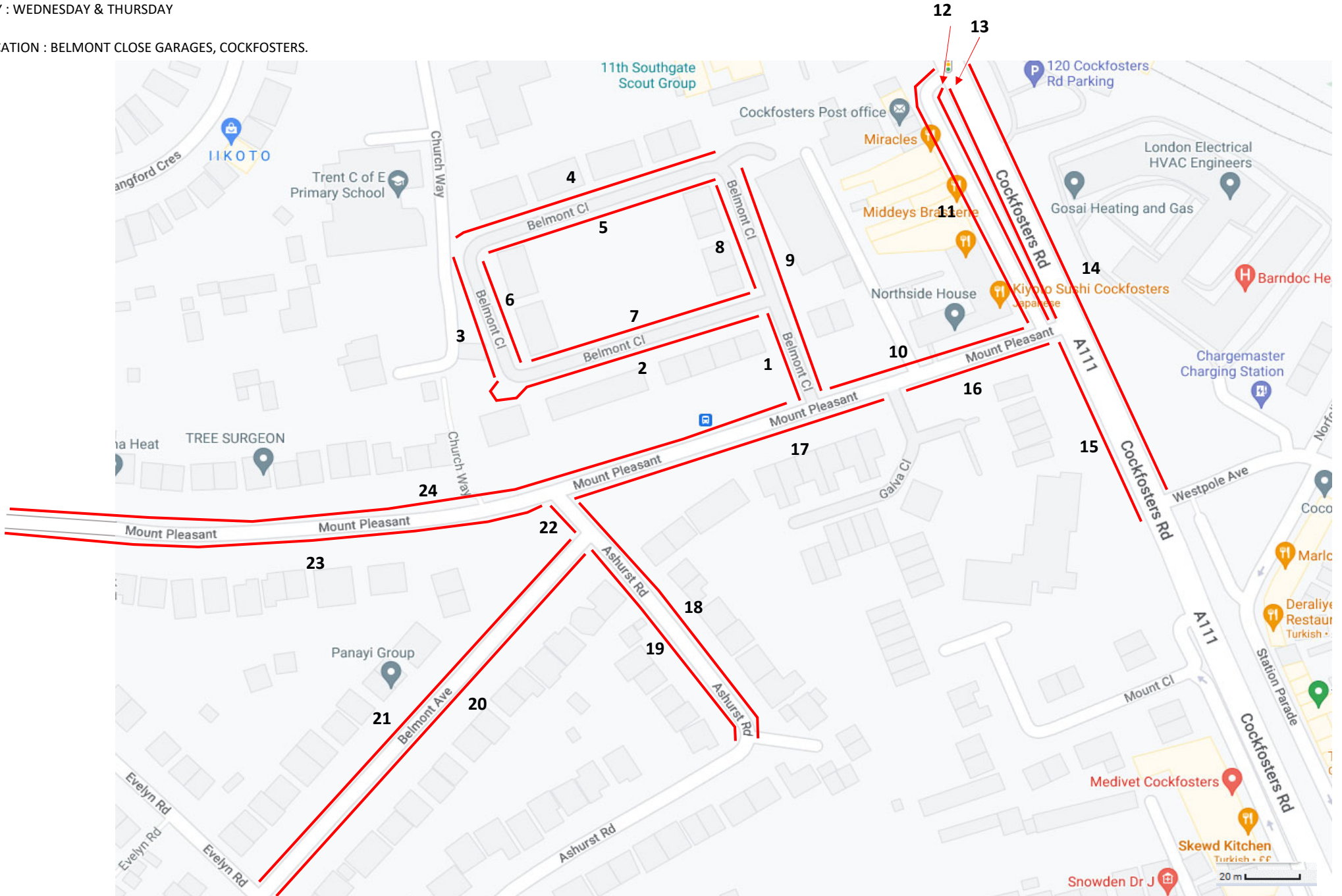


# K&M TRAFFIC SURVEYS

DATE : 21st & 22nd JUNE 2023

DAY : WEDNESDAY & THURSDAY

LOCATION : BELMONT CLOSE GARAGES, COCKFOSTERS.

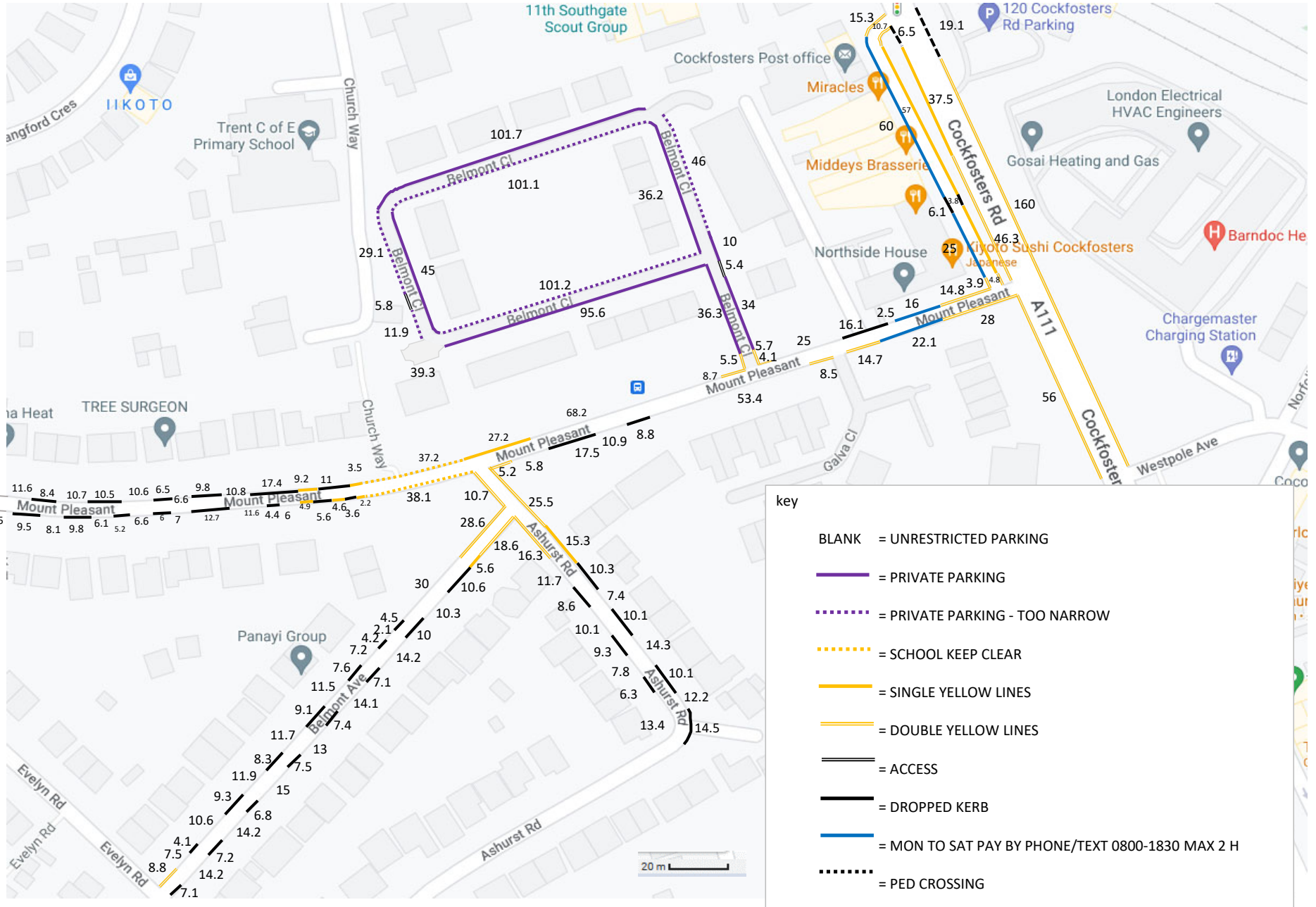


# K&M TRAFFIC SURVEYS

DATE : 21st & 22nd JUNE 2023

DAY : WEDNESDAY & THURSDAY

LOCATION : BELMONT CLOSE GARAGES, COCKFOSTERS.



# K&M TRAFFIC SURVEYS

DATE : 21st & 22nd JUNE 2023

DAY : WEDNESDAY & THURSDAY

LOCATION : BELMONT CLOSE GARAGES, COCKFOSTERS.

| ROAD NAME      | ZONE                                     | RESTRICTION                                   | METRES | 5 METRES= 1 SPACE | WEDNESDAY 21st JUNE 2023<br>TIME : 0300 |                 |                     | THURSDAY 22nd JUNE 2023<br>TIME : 0330 |                 |                     |
|----------------|--|---|--------|-------------------|---|-----------------|---------------------|--|-----------------|---------------------|
|                |  |   |        |                   | PARKED                                  | OBSERVED SPACES | %RESTRICTION STRESS | PARKED                                 | OBSERVED SPACES | %RESTRICTION STRESS |
| BELMONT CLOSE  | 1  | DOUBLE YELLOW LINES                           | 5.5    |                   |   |                 |                     |  |                 |                     |
|                |  | PRIVATE PARKING                               | 36.3   | 7                 | 1                                       | 5               | 16.7%               | 2                                      | 4               | 33.3%               |
|                | 2  | PRIVATE PARKING                               | 95.6   | 19                | 16                                      | 1               | 94.1%               | 15                                     | 1               | 93.8%               |
|                |  | TURNING AREA                                  | 39.3   |                   |   |                 |                     |  |                 |                     |
|                | 3  | TOO NARROW - PRIVATE PARKING                  | 41     |                   | 3                                       |                 |                     | 3                                      |                 |                     |
|                |  | ACCESS  | 5.8    |                   |   |                 |                     |  |                 |                     |
|                | 4  | PRIVATE PARKING                               | 101.7  | 20                | 16                                      | 0               | 100.0%              | 14                                     | 3               | 82.4%               |
|                | 5  | TOO NARROW - PRIVATE PARKING                  | 101.1  |                   |   |                 |                     |  |                 |                     |
|                | 6  | PRIVATE PARKING                               | 45     | 9                 | 7                                       | 1               | 87.5%               | 7                                      | 1               | 87.5%               |
|                | 7  | TOO NARROW - PRIVATE PARKING                  | 101.2  |                   |   |                 |                     |  |                 |                     |
| 9              | PRIVATE PARKING                          | 36.2  | 7      | 5                 | 2                                       | 71.4%           | 5                   | 2                                      | 71.4%           |                     |
|                | PRIVATE PARKING                          | 44  | 8      | 4                 | 3                                       | 57.1%           | 2                   | 5                                      | 28.6%           |                     |
|                | TOO NARROW - PRIVATE PARKING             | 46  |        |                   |   |                 |                     |  |                 |                     |
|                | ACCESS                                   | 5.4   |        |                   |   |                 |                     |  |                 |                     |
| MOUNT PLEASANT | 10                                       | DOUBLE YELLOW LINES                           | 5.7    |                   |   |                 |                     |  |                 |                     |
|                |  | DOUBLE YELLOW LINES                           | 18.9   |                   |   |                 |                     |  |                 |                     |
|                |  | UNRESTRICTED PARKING                          | 27.5   | 5                 | 1                                       | 3               | 25.0%               | 0                                      | 5               | 0.0%                |
|                |  | DROPPED KERB                                  | 16.1   |                   |   |                 |                     |  |                 |                     |
| SERVICE RD     | 11                                       | PAY BY PHONE/TEXT MON TO SAT 0800-1830 MAX 2H | 16     | 3                 | 0                                       | 3               | 0.0%                | 0                                      | 3               | 0.0%                |
|                |  | DOUBLE YELLOW LINES                           | 19.2   |                   |   |                 |                     |  |                 |                     |
|                |  | PAY BY PHONE/TEXT MON TO SAT 0800-1830 MAX 2H | 85     | 17                | 6                                       | 9               | 40.0%               | 1                                      | 16              | 5.9%                |
|                |  | DROPPED KERB                                  | 6.1    |                   |   |                 |                     |  |                 |                     |
| COCKFOSTERS RD | 12                                       | DOUBLE YELLOW LINES                           | 15.5   |                   |   |                 |                     |  |                 |                     |
|                |  | SINGLE YELLOW MON TO SAT 0800-1830            | 81.7   |                   |   |                 |                     |  |                 |                     |
|                |  | DROPPED KERB                                  | 3.8    |                   |   |                 |                     |  |                 |                     |
|                |  | DOUBLE YELLOW LINES                           | 46.3   |                   |   |                 |                     |  |                 |                     |
| MOUNT PLEASANT | 13                                       | SINGLE YELLOW MON TO SAT 0800-1830            | 37.5   |                   |   |                 |                     |  |                 |                     |
|                |  | PEDESTRIAN CROSSING                           | 6.5    |                   |   |                 |                     |  |                 |                     |
|                |  | PEDESTRIAN CROSSING                           | 19.1   |                   |   |                 |                     |  |                 |                     |
|                |  | DOUBLE YELLOW LINES                           | 160    |                   |   |                 |                     |  |                 |                     |
| MOUNT PLEASANT | 14                                       | DOUBLE YELLOW LINES                           | 56     |                   |   |                 |                     |  |                 |                     |
|                |  | DOUBLE YELLOW LINES                           | 42.7   |                   |   |                 |                     |  |                 |                     |
|                |  | PAY BY PHONE/TEXT MON TO SAT 0800-1830 MAX 2H | 22.1   | 4                 | 0                                       | 4               | 0.0%                | 1                                      | 3               | 25.0%               |
|                |  | DOUBLE YELLOW LINES                           | 13.7   |                   |   |                 |                     |  |                 |                     |
| ASHURST RD     | 17                                       | UNRESTRICTED PARKING                          | 70.1   | 13                | 2                                       | 11              | 15.4%               | 2                                      | 11              | 15.4%               |
|                |  | DROPPED KERB                                  | 26.3   |                   |   |                 |                     |  |                 |                     |
|                |  | DOUBLE YELLOW LINES                           | 25.5   |                   |   |                 |                     |  |                 |                     |
|                | 18                                       | MON TO FRI 1100-1200 SINGLE YELLOW LINES      | 15.3   |                   | 1                                       |                 |                     | 1                                      |                 |                     |
|                |  | DROPPED KERB                                  | 45     |                   |   |                 |                     |  |                 |                     |
|                |  | UNRESTRICTED PARKING                          | 33.9   | 5                 | 3                                       | 2               | 60.0%               | 2                                      | 3               | 40.0%               |
| 19             | UNRESTRICTED PARKING                     | 43  | 7      | 3                 | 3                                       | 50.0%           | 3                   | 3                                      | 50.0%           |                     |
|                | DROPPED KERB                             | 24.2  |        |                   |   |                 |                     |  |                 |                     |
|                | DOUBLE YELLOW LINES                      | 16.3  |        |                   |   |                 |                     |  |                 |                     |
| BELMONT AVE    | 20                                       | DOUBLE YELLOW LINES                           | 18.6   |                   |   |                 |                     |  |                 |                     |
|                |  | MON TO FRI 1100-1200 SINGLE YELLOW LINES      | 5.6    |                   |   |                 |                     |  |                 |                     |
|                |  | DROPPED KERB                                  | 63.7   |                   |   |                 |                     |  |                 |                     |
|                | 21                                       | UNRESTRICTED PARKING                          | 95     | 15                | 6                                       | 8               | 42.9%               | 1                                      | 6               | 42.9%               |
|                |  | DOUBLE YELLOW LINES                           | 37.4   |                   |   |                 |                     |  |                 |                     |
| ASHURST RD     | 22                                       | UNRESTRICTED PARKING                          | 92.5   | 16                | 5                                       | 9               | 35.7%               | 4                                      | 10              | 28.6%               |
|                |  | DROPPED KERB                                  | 47.1   |                   |   |                 |                     |  |                 |                     |
| MOUNT PLEASANT | 23                                       | DOUBLE YELLOW LINES                           | 10.7   |                   |   |                 |                     |  |                 |                     |
|                |  | SCHOOL KEEP CLEAR                             | 38.1   |                   |   |                 |                     |  |                 |                     |
|                |  | MON TO FRI 1100-1200 SINGLE YELLOW LINES      | 11.7   |                   |   |                 |                     |  |                 |                     |
|                | 24                                       | UNRESTRICTED PARKING                          | 71.4   | 11                | 4                                       | 7               | 36.4%               | 5                                      | 6               | 45.5%               |
|                |  | DROPPED KERB                                  | 70.1   |                   |   |                 |                     |  |                 |                     |
|                |  | UNRESTRICTED PARKING                          | 139.3  | 25                | 3                                       | 21              | 12.5%               | 2                                      | 22              | 8.3%                |
|                |  | DROPPED KERB                                  | 74.1   |                   |   |                 |                     |  |                 |                     |
| 24             | MON TO FRI 1100-1200 SINGLE YELLOW LINES | 39.9  |        |                   |   |                 |                     |  |                 |                     |
|                | SCHOOL KEEP CLEAR                        | 37.2  |        |                   |   |                 |                     |  |                 |                     |
| 24             | DOUBLE YELLOW LINES                      | 8.7   |        |                   |   |                 |                     |  |                 |                     |

# K&M TRAFFIC SURVEYS

DATE : 21st JUNE 2023

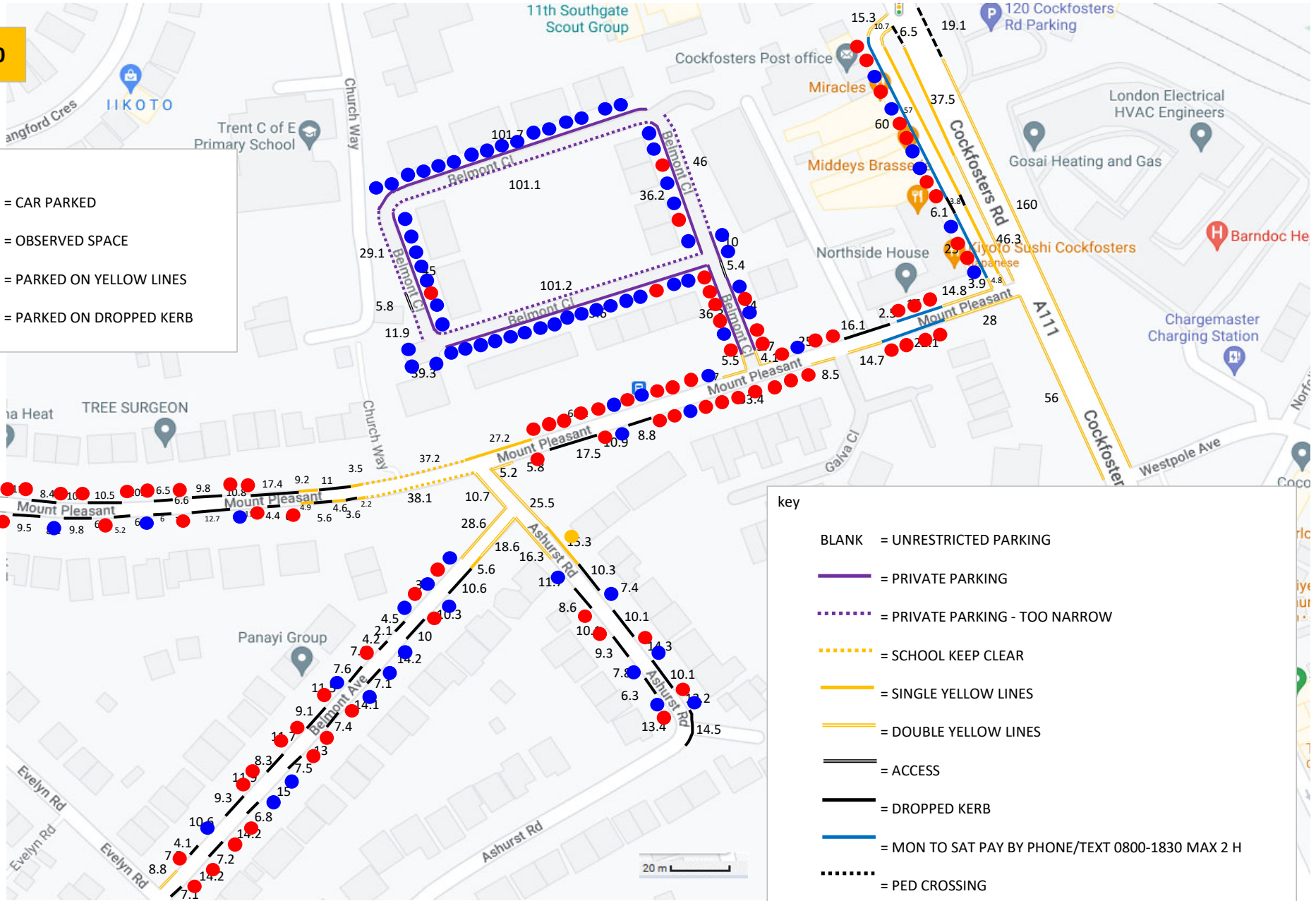
DAY : WEDNESDAY

LOCATION : BELMONT CLOSE GARAGES, COCKFOSTERS.

**TIME : 0300**

**KEY**

- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB



**key**

- BLANK = UNRESTRICTED PARKING
- = PRIVATE PARKING
- = PRIVATE PARKING - TOO NARROW
- = SCHOOL KEEP CLEAR
- = SINGLE YELLOW LINES
- = DOUBLE YELLOW LINES
- = ACCESS
- = DROPPED KERB
- = MON TO SAT PAY BY PHONE/TEXT 0800-1830 MAX 2 H
- = PED CROSSING

# K&M TRAFFIC SURVEYS

DATE : 22nd JUNE 2023

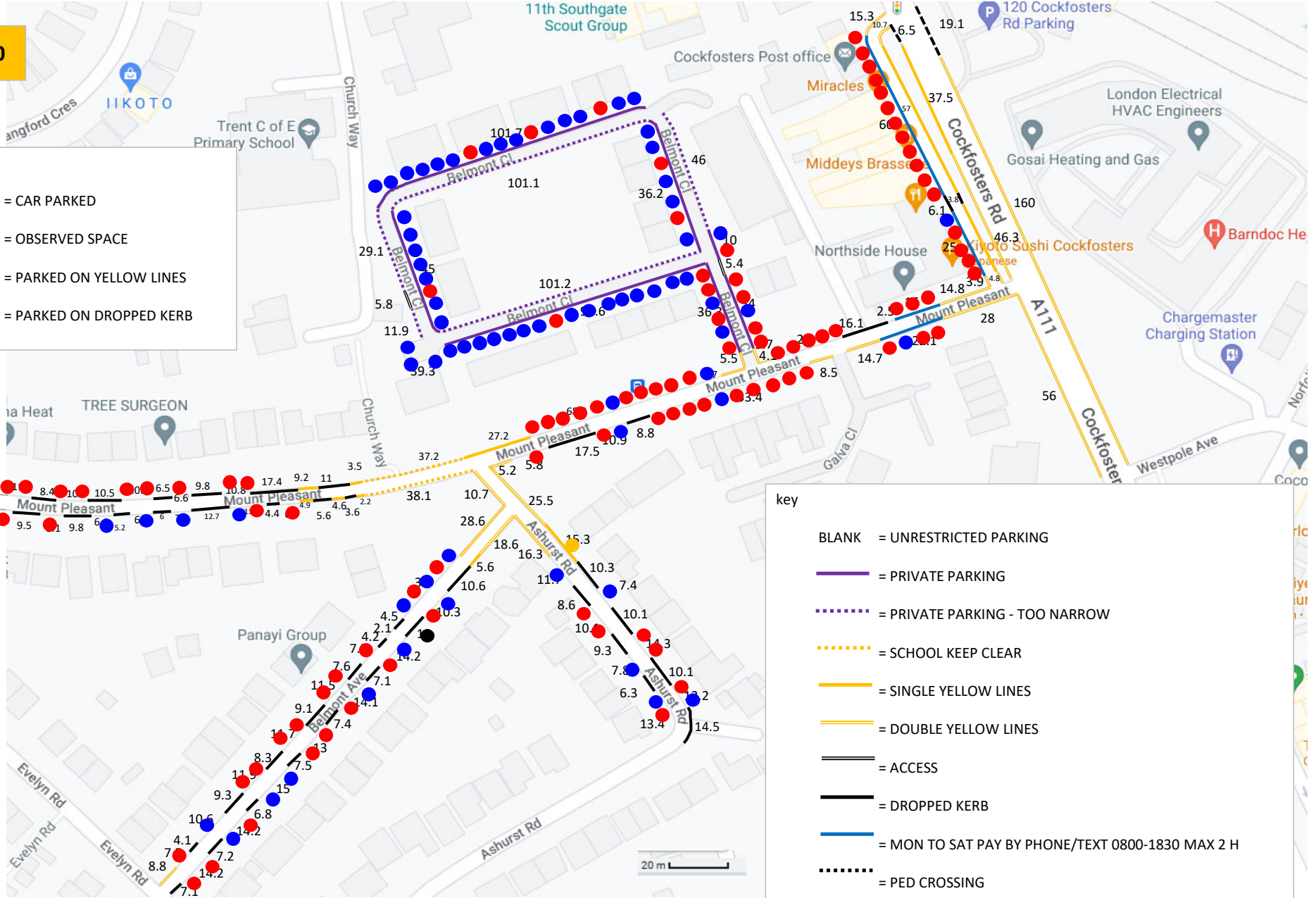
DAY : THURSDAY

LOCATION : BELMONT CLOSE GARAGES, COCKFOSTERS.

**TIME : 0330**

**KEY**

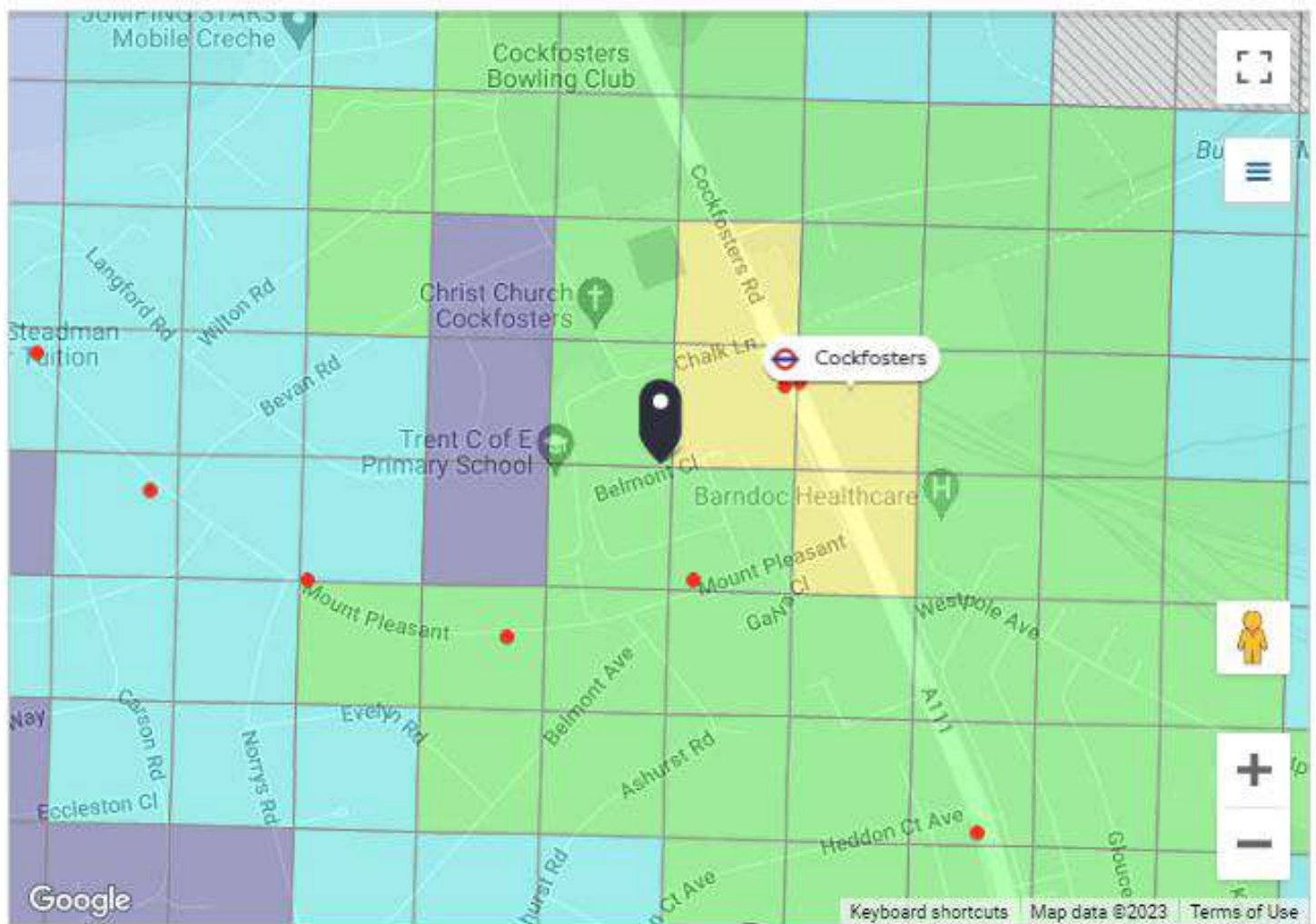
- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB



**key**

- BLANK = UNRESTRICTED PARKING
- = PRIVATE PARKING
- = PRIVATE PARKING - TOO NARROW
- = SCHOOL KEEP CLEAR
- = SINGLE YELLOW LINES
- = DOUBLE YELLOW LINES
- = ACCESS
- = DROPPED KERB
- = MON TO SAT PAY BY PHONE/TEXT 0800-1830 MAX 2 H
- = PED CROSSING

## Appendix 3 – PTAL Report



You can click anywhere on the map to change the selected location.

### PTAL output for Base Year 3

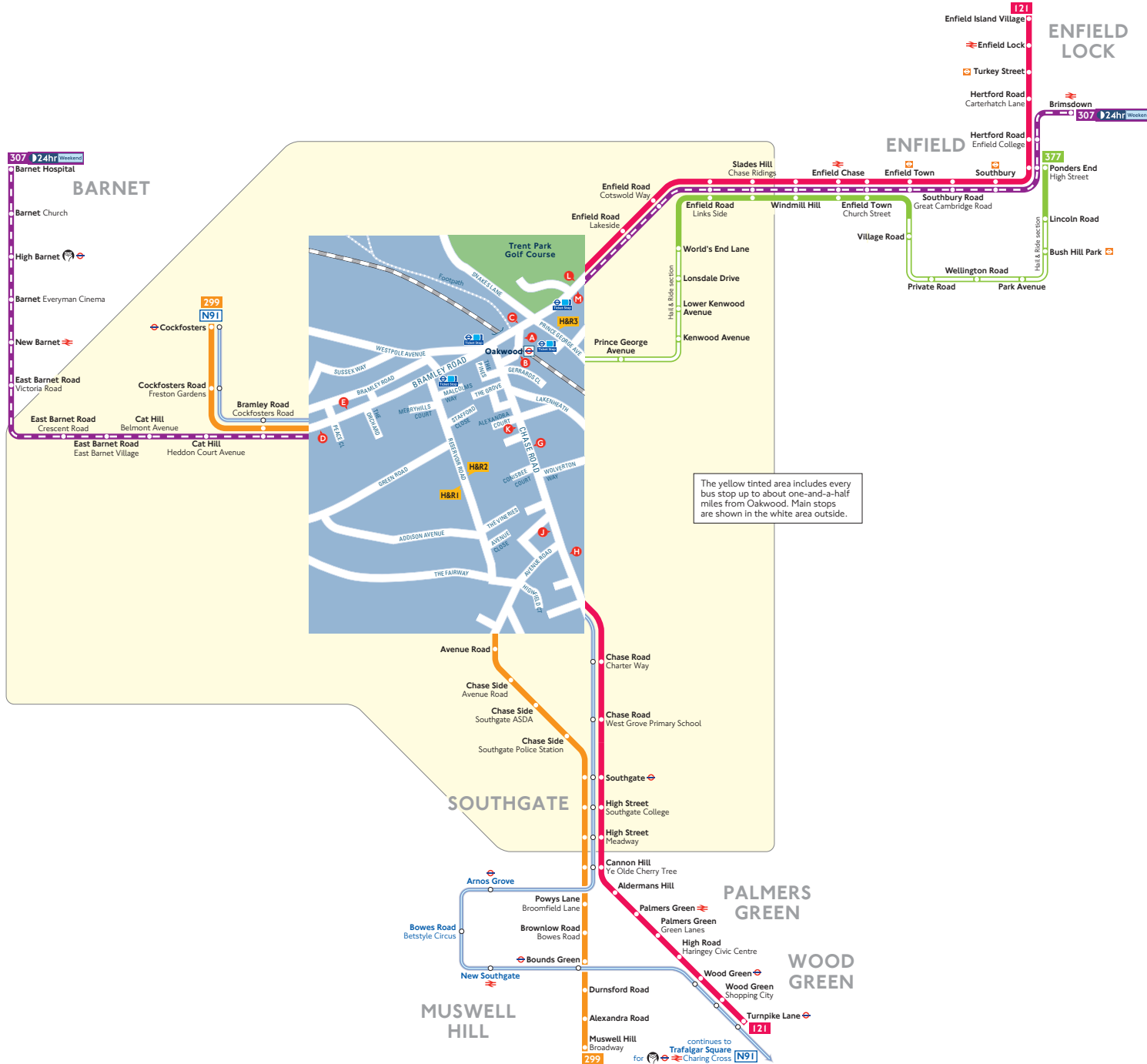
55 Belmont Cl, Barnet EN4 9LT, UK  
Easting: **527986**, Northing: **196294**

All public transport modes in London currently available:  
National Rail, London Overground, Tube, DLR, Tram, Buses

## Appendix 4 – Bus Spider Map



# Buses from Oakwood



## Route finder

| Bus route        | Towards                | Bus stops |
|------------------|------------------------|-----------|
| 121              | Enfield Island Village | C J K L   |
|                  | Turnpike Lane          | A G H M   |
| 299              | Cockfosters            | D H&R1    |
|                  | Muswell Hill           | E H&R2    |
| 307 24hr Weekend | Barnet                 | A D M     |
|                  | Brimsdown              | C E L     |
| 377              | Ponders End ★          | B C H&R3  |

## Night buses

| Bus route | Towards          | Bus stops |
|-----------|------------------|-----------|
| N91       | Cockfosters      | A D J K   |
|           | Trafalgar Square | A E G H   |

★ Mondays to Saturdays only

**Hall & Ride** Route 299 operates as Hall and Ride on the sections of roads marked **H&R1** and **H&R2** on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

**Hall & Ride** Route 377 on the sections of the road marked **H&R3**. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

## Appendix 5 – TRICS Report

Calculation Reference: AUDIT-515506-230928-0940

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                   |        |
|----|-------------------|--------|
| 01 | GREATER LONDON    |        |
|    | IS ISLINGTON      | 2 days |
|    | WF WALTHAM FOREST | 1 days |

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

## Primary Filtering selection:

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

|                         |                   |
|-------------------------|-------------------|
| Parameter:              | No of Dwellings   |
| Actual Range:           | 6 to 15 (units: ) |
| Range Selected by User: | 3 to 20 (units: ) |

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/21

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 1 days |
| Wednesday | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 3 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                     |   |
|---------------------|---|
| Edge of Town Centre | 3 |
|---------------------|---|

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 2 |
| Built-Up Zone    | 1 |

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

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 5 days - Selected |
| Servicing vehicles Excluded | X days - Selected |

RPS 1st Floor West London

Licence No: 515506

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days  
50,001 to 100,000 1 days  
100,001 or More 1 days

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

Population within 5 miles:

500,001 or More 3 days

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

Car ownership within 5 miles:

0.5 or Less 2 days  
0.6 to 1.0 1 days

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

Travel Plan:

No 3 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

4 Good 1 days  
6a Excellent 2 days

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

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

|   |   |                |                 |                            |
|---|---|----------------|-----------------|----------------------------|
| 1 | IS-03-C-05<br>LEVER STREET<br>FINSBURY                            | BLOCK OF FLATS |                 | ISLINGTON                  |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:    |                | 15              |                            |
|   | <i>Survey date: WEDNESDAY</i>                                     |                | <i>29/06/16</i> | <i>Survey Type: MANUAL</i> |
| 2 | IS-03-C-06<br>CALEDONIAN ROAD<br>HOLLOWAY                         | BLOCK OF FLATS |                 | ISLINGTON                  |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: |                | 14              |                            |
|   | <i>Survey date: MONDAY</i>  |                | <i>27/06/16</i> | <i>Survey Type: MANUAL</i> |
| 3 | WF-03-C-05<br>NEW WANSTEAD<br>WANSTEAD                            | BLOCK OF FLATS |                 | WALTHAM FOREST             |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: |                | 6               |                            |
|   | <i>Survey date: TUESDAY</i>                                       |                | <i>25/05/21</i> | <i>Survey Type: MANUAL</i> |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.41

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.086     | 3          | 12          | 0.143     | 3        | 12          | 0.229     |
| 08:00 - 09:00       | 3        | 12          | 0.029     | 3          | 12          | 0.086     | 3        | 12          | 0.115     |
| 09:00 - 10:00       | 3        | 12          | 0.057     | 3          | 12          | 0.000     | 3        | 12          | 0.057     |
| 10:00 - 11:00       | 3        | 12          | 0.057     | 3          | 12          | 0.057     | 3        | 12          | 0.114     |
| 11:00 - 12:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 12:00 - 13:00       | 3        | 12          | 0.057     | 3          | 12          | 0.029     | 3        | 12          | 0.086     |
| 13:00 - 14:00       | 3        | 12          | 0.086     | 3          | 12          | 0.114     | 3        | 12          | 0.200     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 15:00 - 16:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 16:00 - 17:00       | 3        | 12          | 0.086     | 3          | 12          | 0.057     | 3        | 12          | 0.143     |
| 17:00 - 18:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 18:00 - 19:00       | 3        | 12          | 0.029     | 3          | 12          | 0.057     | 3        | 12          | 0.086     |
| 19:00 - 20:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00       | 3        | 12          | 0.029     | 3          | 12          | 0.057     | 3        | 12          | 0.086     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.603     |            |             | 0.658     |          |             | 1.261     |

*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:           | 6 - 15 (units: )    |
| Survey date range:                            | 01/01/15 - 25/05/21 |
| Number of weekdays (Monday-Friday):           | 3                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 08:00 - 09:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 09:00 - 10:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00 | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 11:00 - 12:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 13:00 - 14:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 16:00 - 17:00 | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 17:00 - 18:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 18:00 - 19:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 19:00 - 20:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.087     |            |             | 0.087     |          |             | 0.174     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 08:00 - 09:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 09:00 - 10:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 11:00 - 12:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 13:00 - 14:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 16:00 - 17:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 17:00 - 18:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 18:00 - 19:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 19:00 - 20:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.029     |            |             | 0.029     |          |             | 0.058     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.



TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 08:00 - 09:00 | 3        | 12          | 0.000     | 3          | 12          | 0.086     | 3        | 12          | 0.086     |
| 09:00 - 10:00 | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 10:00 - 11:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 11:00 - 12:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 13:00 - 14:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00 | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 15:00 - 16:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 16:00 - 17:00 | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 17:00 - 18:00 | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 18:00 - 19:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 19:00 - 20:00 | 3        | 12          | 0.086     | 3          | 12          | 0.000     | 3        | 12          | 0.086     |
| 20:00 - 21:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.144     |            |             | 0.173     |          |             | 0.317     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.029     | 3          | 12          | 0.171     | 3        | 12          | 0.200     |
| 08:00 - 09:00       | 3        | 12          | 0.057     | 3          | 12          | 0.086     | 3        | 12          | 0.143     |
| 09:00 - 10:00       | 3        | 12          | 0.086     | 3          | 12          | 0.000     | 3        | 12          | 0.086     |
| 10:00 - 11:00       | 3        | 12          | 0.029     | 3          | 12          | 0.057     | 3        | 12          | 0.086     |
| 11:00 - 12:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 12:00 - 13:00       | 3        | 12          | 0.086     | 3          | 12          | 0.029     | 3        | 12          | 0.115     |
| 13:00 - 14:00       | 3        | 12          | 0.086     | 3          | 12          | 0.143     | 3        | 12          | 0.229     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 15:00 - 16:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 16:00 - 17:00       | 3        | 12          | 0.114     | 3          | 12          | 0.029     | 3        | 12          | 0.143     |
| 17:00 - 18:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 18:00 - 19:00       | 3        | 12          | 0.029     | 3          | 12          | 0.086     | 3        | 12          | 0.115     |
| 19:00 - 20:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00       | 3        | 12          | 0.029     | 3          | 12          | 0.057     | 3        | 12          | 0.086     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.632     |            |             | 0.716     |          |             | 1.348     |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 08:00 - 09:00       | 3        | 12          | 0.057     | 3          | 12          | 0.057     | 3        | 12          | 0.114     |
| 09:00 - 10:00       | 3        | 12          | 0.029     | 3          | 12          | 0.200     | 3        | 12          | 0.229     |
| 10:00 - 11:00       | 3        | 12          | 0.029     | 3          | 12          | 0.086     | 3        | 12          | 0.115     |
| 11:00 - 12:00       | 3        | 12          | 0.086     | 3          | 12          | 0.114     | 3        | 12          | 0.200     |
| 12:00 - 13:00       | 3        | 12          | 0.171     | 3          | 12          | 0.029     | 3        | 12          | 0.200     |
| 13:00 - 14:00       | 3        | 12          | 0.029     | 3          | 12          | 0.057     | 3        | 12          | 0.086     |
| 14:00 - 15:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 15:00 - 16:00       | 3        | 12          | 0.029     | 3          | 12          | 0.086     | 3        | 12          | 0.115     |
| 16:00 - 17:00       | 3        | 12          | 0.143     | 3          | 12          | 0.114     | 3        | 12          | 0.257     |
| 17:00 - 18:00       | 3        | 12          | 0.086     | 3          | 12          | 0.086     | 3        | 12          | 0.172     |
| 18:00 - 19:00       | 3        | 12          | 0.171     | 3          | 12          | 0.086     | 3        | 12          | 0.257     |
| 19:00 - 20:00       | 3        | 12          | 0.143     | 3          | 12          | 0.086     | 3        | 12          | 0.229     |
| 20:00 - 21:00       | 3        | 12          | 0.057     | 3          | 12          | 0.057     | 3        | 12          | 0.114     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 1.059     |            |             | 1.087     |          |             | 2.146     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.029     | 3          | 12          | 0.086     | 3        | 12          | 0.115     |
| 08:00 - 09:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 09:00 - 10:00       | 3        | 12          | 0.000     | 3          | 12          | 0.114     | 3        | 12          | 0.114     |
| 10:00 - 11:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 11:00 - 12:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 12:00 - 13:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 13:00 - 14:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 16:00 - 17:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 17:00 - 18:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 18:00 - 19:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 19:00 - 20:00       | 3        | 12          | 0.057     | 3          | 12          | 0.000     | 3        | 12          | 0.057     |
| 20:00 - 21:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.260     |            |             | 0.316     |          |             | 0.576     |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.000     | 3          | 12          | 0.114     | 3        | 12          | 0.114     |
| 08:00 - 09:00       | 3        | 12          | 0.000     | 3          | 12          | 0.286     | 3        | 12          | 0.286     |
| 09:00 - 10:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00       | 3        | 12          | 0.000     | 3          | 12          | 0.057     | 3        | 12          | 0.057     |
| 11:00 - 12:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00       | 3        | 12          | 0.000     | 3          | 12          | 0.057     | 3        | 12          | 0.057     |
| 13:00 - 14:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00       | 3        | 12          | 0.057     | 3          | 12          | 0.029     | 3        | 12          | 0.086     |
| 16:00 - 17:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 17:00 - 18:00       | 3        | 12          | 0.086     | 3          | 12          | 0.029     | 3        | 12          | 0.115     |
| 18:00 - 19:00       | 3        | 12          | 0.143     | 3          | 12          | 0.029     | 3        | 12          | 0.172     |
| 19:00 - 20:00       | 3        | 12          | 0.200     | 3          | 12          | 0.000     | 3        | 12          | 0.200     |
| 20:00 - 21:00       | 3        | 12          | 0.086     | 3          | 12          | 0.000     | 3        | 12          | 0.086     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.572     |            |             | 0.601     |          |             | 1.173     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 3        | 12          | 0.029     | 3          | 12          | 0.200     | 3        | 12          | 0.229     |
| 08:00 - 09:00 | 3        | 12          | 0.000     | 3          | 12          | 0.314     | 3        | 12          | 0.314     |
| 09:00 - 10:00 | 3        | 12          | 0.000     | 3          | 12          | 0.114     | 3        | 12          | 0.114     |
| 10:00 - 11:00 | 3        | 12          | 0.000     | 3          | 12          | 0.086     | 3        | 12          | 0.086     |
| 11:00 - 12:00 | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 12:00 - 13:00 | 3        | 12          | 0.000     | 3          | 12          | 0.086     | 3        | 12          | 0.086     |
| 13:00 - 14:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00 | 3        | 12          | 0.086     | 3          | 12          | 0.057     | 3        | 12          | 0.143     |
| 16:00 - 17:00 | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 17:00 - 18:00 | 3        | 12          | 0.114     | 3          | 12          | 0.029     | 3        | 12          | 0.143     |
| 18:00 - 19:00 | 3        | 12          | 0.171     | 3          | 12          | 0.029     | 3        | 12          | 0.200     |
| 19:00 - 20:00 | 3        | 12          | 0.257     | 3          | 12          | 0.000     | 3        | 12          | 0.257     |
| 20:00 - 21:00 | 3        | 12          | 0.114     | 3          | 12          | 0.000     | 3        | 12          | 0.114     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.829     |            |             | 0.915     |          |             | 1.744     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.41

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.057     | 3          | 12          | 0.400     | 3        | 12          | 0.457     |
| 08:00 - 09:00       | 3        | 12          | 0.114     | 3          | 12          | 0.543     | 3        | 12          | 0.657     |
| 09:00 - 10:00       | 3        | 12          | 0.114     | 3          | 12          | 0.343     | 3        | 12          | 0.457     |
| 10:00 - 11:00       | 3        | 12          | 0.057     | 3          | 12          | 0.229     | 3        | 12          | 0.286     |
| 11:00 - 12:00       | 3        | 12          | 0.143     | 3          | 12          | 0.143     | 3        | 12          | 0.286     |
| 12:00 - 13:00       | 3        | 12          | 0.257     | 3          | 12          | 0.143     | 3        | 12          | 0.400     |
| 13:00 - 14:00       | 3        | 12          | 0.114     | 3          | 12          | 0.200     | 3        | 12          | 0.314     |
| 14:00 - 15:00       | 3        | 12          | 0.057     | 3          | 12          | 0.057     | 3        | 12          | 0.114     |
| 15:00 - 16:00       | 3        | 12          | 0.143     | 3          | 12          | 0.143     | 3        | 12          | 0.286     |
| 16:00 - 17:00       | 3        | 12          | 0.286     | 3          | 12          | 0.171     | 3        | 12          | 0.457     |
| 17:00 - 18:00       | 3        | 12          | 0.257     | 3          | 12          | 0.114     | 3        | 12          | 0.371     |
| 18:00 - 19:00       | 3        | 12          | 0.371     | 3          | 12          | 0.200     | 3        | 12          | 0.571     |
| 19:00 - 20:00       | 3        | 12          | 0.486     | 3          | 12          | 0.086     | 3        | 12          | 0.572     |
| 20:00 - 21:00       | 3        | 12          | 0.200     | 3          | 12          | 0.114     | 3        | 12          | 0.314     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 2.656     |            |             | 2.886     |          |             | 5.542     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.029     | 3          | 12          | 0.114     | 3        | 12          | 0.143     |
| 08:00 - 09:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 09:00 - 10:00       | 3        | 12          | 0.057     | 3          | 12          | 0.000     | 3        | 12          | 0.057     |
| 10:00 - 11:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 11:00 - 12:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 12:00 - 13:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 13:00 - 14:00       | 3        | 12          | 0.057     | 3          | 12          | 0.057     | 3        | 12          | 0.114     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 15:00 - 16:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 16:00 - 17:00       | 3        | 12          | 0.057     | 3          | 12          | 0.029     | 3        | 12          | 0.086     |
| 17:00 - 18:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 18:00 - 19:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 19:00 - 20:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.345     |            |             | 0.374     |          |             | 0.719     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.



TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 08:00 - 09:00       | 3        | 12          | 0.000     | 3          | 12          | 0.057     | 3        | 12          | 0.057     |
| 09:00 - 10:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 11:00 - 12:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 13:00 - 14:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 16:00 - 17:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 17:00 - 18:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 18:00 - 19:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 19:00 - 20:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.116     |            |             | 0.144     |          |             | 0.260     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 08:00 - 09:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 09:00 - 10:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 11:00 - 12:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 13:00 - 14:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 16:00 - 17:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 17:00 - 18:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 18:00 - 19:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 19:00 - 20:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00 | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.029     |            |             | 0.029     |          |             | 0.058     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Underground Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 3        | 12          | 0.000     | 3          | 12          | 0.114     | 3        | 12          | 0.114     |
| 08:00 - 09:00 | 3        | 12          | 0.000     | 3          | 12          | 0.286     | 3        | 12          | 0.286     |
| 09:00 - 10:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00 | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 11:00 - 12:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00 | 3        | 12          | 0.000     | 3          | 12          | 0.057     | 3        | 12          | 0.057     |
| 13:00 - 14:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00 | 3        | 12          | 0.057     | 3          | 12          | 0.029     | 3        | 12          | 0.086     |
| 16:00 - 17:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 17:00 - 18:00 | 3        | 12          | 0.086     | 3          | 12          | 0.029     | 3        | 12          | 0.115     |
| 18:00 - 19:00 | 3        | 12          | 0.114     | 3          | 12          | 0.029     | 3        | 12          | 0.143     |
| 19:00 - 20:00 | 3        | 12          | 0.200     | 3          | 12          | 0.000     | 3        | 12          | 0.200     |
| 20:00 - 21:00 | 3        | 12          | 0.086     | 3          | 12          | 0.000     | 3        | 12          | 0.086     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.543     |            |             | 0.573     |          |             | 1.116     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL National Rail Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 08:00 - 09:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 09:00 - 10:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00 | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 11:00 - 12:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 13:00 - 14:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 16:00 - 17:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 17:00 - 18:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 18:00 - 19:00 | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 19:00 - 20:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00 | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.029     |            |             | 0.029     |          |             | 0.058     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Bus Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.029     | 3          | 12          | 0.086     | 3        | 12          | 0.115     |
| 08:00 - 09:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 09:00 - 10:00       | 3        | 12          | 0.000     | 3          | 12          | 0.114     | 3        | 12          | 0.114     |
| 10:00 - 11:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 11:00 - 12:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 12:00 - 13:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 13:00 - 14:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 16:00 - 17:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 17:00 - 18:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 18:00 - 19:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 19:00 - 20:00       | 3        | 12          | 0.057     | 3          | 12          | 0.000     | 3        | 12          | 0.057     |
| 20:00 - 21:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.260     |            |             | 0.316     |          |             | 0.576     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 08:00 - 09:00       | 3        | 12          | 0.000     | 3          | 12          | 0.029     | 3        | 12          | 0.029     |
| 09:00 - 10:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 10:00 - 11:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 11:00 - 12:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 12:00 - 13:00       | 3        | 12          | 0.029     | 3          | 12          | 0.000     | 3        | 12          | 0.029     |
| 13:00 - 14:00       | 3        | 12          | 0.029     | 3          | 12          | 0.057     | 3        | 12          | 0.086     |
| 14:00 - 15:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 15:00 - 16:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 16:00 - 17:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 17:00 - 18:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 18:00 - 19:00       | 3        | 12          | 0.029     | 3          | 12          | 0.029     | 3        | 12          | 0.058     |
| 19:00 - 20:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 20:00 - 21:00       | 3        | 12          | 0.000     | 3          | 12          | 0.000     | 3        | 12          | 0.000     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.145     |            |             | 0.144     |          |             | 0.289     |

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.