

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT

145 GOLDERS GREEN ROAD, LONDON, NW11 9BN

Client: Mr Kohali

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1.0 INTRODUCTION

1.1 Background

1.1.1 ADL Traffic and Highways Engineering Ltd (ADL) have prepared this Transport Statement (TS) to support a planning application for a proposed residential development comprising a 4-storey building with 8 flats at 145 Golders Green Road, London, NW11 9BN.

1.1.2 This TS provides an assessment of the transport implications of the proposed development. The report also provides details of the proposed site access arrangements, parking provision, servicing and delivery arrangements, and accessibility to non-car users.

1.1.3 This report has been prepared with a supporting parking survey to demonstrate that there is sufficient availability of unrestricted and/or resident permit holder (RPH) car parking spaces within suitable walking distance of the site to accommodate the demand associated with the proposed development.

1.1.4 This Transport Statement has been prepared in accordance with Planning Practice Guidance, the Barnet Local Plan (2012), The London Plan (2021), and National Planning Policy Framework (NPPF, 2023).

1.2 Planning Context

1.2.1 A planning application (ref. 23/0889/FUL) for the demolition of existing buildings and construction of a four-storey plus basement mixed use building, comprising 12 self-contained flats, 14 self-contained HMO units, office use, and associated parking at basement level was withdrawn on 16th May 2023.

1.2.2 The revised proposals comprise a 4-storey building with 8 flats in a new planning application, supported by a parking stress survey on surrounding streets.

1.3 Scope of Study

- 1.3.1 Chapter 2.0 describes the site location, local highway network, accident data, and permitted trip generation.
- 1.3.2 Chapter 3.0 outlines the accessibility of the site by walking, cycling, and public transport.
- 1.3.3 Chapter 4.0 summarises the proposals including access, parking, and delivery / servicing arrangements.
- 1.3.4 Chapter 5.0 provides a parking assessment on streets within a comfortable walking distance of the site to determine on-street parking stress in unrestricted and/or RPH spaces as per Lambeth Methodology guidance.
- 1.3.5 Chapter 6.0 assesses the proposed trip generation and net traffic impact of the proposals.
- 1.3.6 Chapter 7.0 summarises and concludes this TS.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

- 2.1.1 The site is situated at 145 Golders Green Road at the junction with Gainsborough Gardens. The site location plan is provided as Appendix 1.0.
- 2.1.2 The site comprises an existing residential dwelling at 145 Golders Green Road which would be demolished and replaced with a four-storey building comprising 8 flats.
- 2.1.3 The site is bounded by Golders Green Road to the northeast, Gainsborough Gardens to the southeast, residential properties fronting Gainsborough Gardens to the southwest, and the Golders Green Hotel to the northwest.
- 2.1.4 The site is located in a suburban/edge of town centre environment, predominately residential in nature, with a mixture of nearby commercial and community uses on Golders Green Road.

2.2 Local Road Network

Golders Green Road

- 2.2.1 Golders Green Road (A502) is a primary single carriageway road which runs in a broadly northwest-southeast direction, providing access between Finchley and Hampstead/Camden Town.
- 2.2.2 The carriageway varies in width between 8.5m and 12.5m wide in the vicinity of the site and is subject to a 30-mph speed limit.
- 2.2.3 The site is located in Zone G of the London Borough of Barnet's (LBoB's) Controlled Parking Zone (CPZ), i.e., Resident Permit Holders (RPH) only Mon-Sat 08:00 – 18:30 hours and Sun 09:30 – 18:30 hours.

2.2.4 There are a combination of parking restrictions locally including single/double yellow lines with “No waiting at any time” near junctions. There is also some Pay & Display parking available.

Gainsborough Gardens

2.2.5 Gainsborough Gardens meets Golders Green Road at a simple priority T-junction. Gainsborough Gardens is a single carriageway residential cul-de-sac (approx. 7.1m wide) subject to a 30-mph speed limit.

2.2.6 Gainsborough Gardens terminates at the railway line (Northern Line) approximately 230m from the junction with Golders Green Road, serving only the residential properties along this street.

2.2.7 There are double yellow line parking restrictions on the corner of Gainsborough Gardens and Golders Green Road. Along either side of Gainsborough Gardens there is a combination of on-street parking bays and single yellow line parking restrictions. There are no waiting restrictions for vehicles over 5T and buses between midnight – 8am and 6.30pm – midnight.

2.2.8 As per Golders Green Road, Gainsborough Gardens is also subject to the LBoB CPZ (G). There are two lengths of marked parking bays (~11m and ~6m), separated by single yellow lines across the vehicular crossover to the garage of 145 Golders Green Road. These bays are subject to the following:

“Mon – Sat 8am – 6.30pm

Sunday 9.30am – 6.30pm

Permit holder G [and] W

Or

Pay by phone 020 7979 7133

Or text 655565

Quoting location 5891”

2.2.9 There is the same parking bay arrangement on the opposite side of Gainsborough Gardens for approximately 23m in length.

2.2.10 There is a marked bay adjacent to 2 Gainsborough Gardens subject to the Golders Green CPZ and a disabled bay adjacent to 4 Gainsborough Gardens subject to “Disabled badge holders only”.

2.3 Accident Data

2.3.1 ADL have reviewed Crashmap for personal injury accidents on Golders Green Road and surrounding streets during the latest available 3-year period (2020 – 2022). The collisions are shown in Appendix 2.1.

2.3.2 The Crashmap reports are provided as Appendix 2.2, and the collisions are summarised in Table 2A.

Table 2A Crashmap Summary

Ref.	Date, Time	Severity	Summary
2020010237213	18/02/2020, 11:10	Slight	V1 (motorcycle 50 – 125cc) and V2 (car). V2 collides with V1 in a rear shunt.
2020010274481	18/10/2020, 18:29	Slight	V1 (car) moving off, slight injury to a pedestrian. Car did not impact.
2021010336546	09/10/2021, 22:45	Slight	V1 (motorcycle 50 – 125cc) passing a stationary vehicle on its offside. V2 (car) moving off. Impact is a head on collision.
2022010381547	10/06/2022, 19:10	Slight	V1 (motorcycle 50 – 125cc) proceeding normally along the carriageway. V2 (car) moving off. V1 collides with V2’s offside.
2022010416223	13/12/2022, 16:39	Slight	V1 (car) in the act of turning right and collides with a pedestrian crossing in carriageway elsewhere within 50 metres of crossing point.

2.3.3 Table 2A shows that there have been 5 collisions in the immediate site vicinity, all classified as being of slight severity. This frequency of collisions is considered to be low, therefore the local accident situation does not justify any off-site highway safety mitigation.

2.3.4 As shown in Chapters 6.0 and 7.0, the traffic impact associated with the proposed development would be negligible and therefore the existing accident situation would not be exacerbated by the proposals.

2.4 Permitted Trip Generation

2.4.1 As stated previously, the site is currently occupied by 145 Golders Green Road. In order to calculate the permitted trip generation of the site, the TRICS database has been used. To be representative of the site, the following parameters have been selected:

- Main Land Use: Residential
- Sub Land Use: House Privately Owned
- Regions: Greater London
- Location: Edge of Town Centre / Suburban
- PTAL: 3 – 5

2.4.2 The TRICS output is provided as Appendix 3.0 and multi-modal trip generation summarised in Table 2B.

Table 2B Permitted Trip Generation: Houses

Mode	Time	Trip Rate (Per Dwelling)		Trips (1 Dwelling)		
		In	Out	In	Out	2-Way
Total Vehicles	08:00 – 09:00	0.165	0.242	0	0	0
	17:00 – 18:00	0.231	0.165	0	0	0
	Daily	2.703	2.572	3	3	6
Cyclists	08:00 – 09:00	0.000	0.033	0	0	0
	17:00 – 18:00	0.022	0.000	0	0	0
	Daily	0.183	0.198	0	0	0
Pedestrians	08:00 – 09:00	0.055	0.341	0	0	0
	17:00 – 18:00	0.264	0.099	0	0	0
	Daily	2.297	2.201	2	2	4
Public Transport Users	08:00 – 09:00	0.033	0.209	0	0	0
	17:00 – 18:00	0.165	0.044	0	0	0
	Daily	0.948	0.997	1	1	2

- 2.4.3 Table 2B shows that the permitted use of the site could generate negligible vehicle trips during typical weekday AM and PM peak hours, and 6 (two-way) trips on a daily basis.
- 2.4.4 In addition, the permitted use of the site could generate 4 (two-way) pedestrian trips and 2 (two-way) public transport user trips on a daily basis.
- 2.4.5 The existing multi-modal trip generation is compared to that of the proposed development in Chapter 6.0.

3.0 ACCESSIBILITY

3.1 Walking

- 3.1.1 The site is located in a mature urban environment which benefits from a comprehensive network of footways, crossing points, and street lighting for pedestrians.
- 3.1.2 There are footways both sides of Gainsborough Gardens and Golders Green Road, with street lighting present throughout. There are dropped kerbs with tactile paving across Gainsborough Gardens at the junction with Golders Green Road.
- 3.1.3 There are crossing points across Golders Green Road located approximately 80m south of the site and 110m north of the site. These zebra crossings benefit from dropped kerbs, tactile paving, pedestrian refuge islands, and Belisha beacons.
- 3.1.4 The primary pedestrian desire line is likely to be to/from Golders Green centre approximately 400m southeast of the site. The footways on either side of Golders Green Road provide good pedestrian access to local amenities in this location, including Golders Green Underground Station, food and retail outlets, community and educational uses, pharmacies, eating/drinking establishments, and employment opportunities.
- 3.1.5 The National Travel Survey (NTS, 2022) states that over 80% of trips under one mile for local journeys (i.e., to/from school) are made by walking. As such, a one-mile (or 1.6km) walking isochrone is provided as Appendix 4.1.
- 3.1.6 Appendix 4.1 shows that the site is within walking distance of the wider Golders Green area, as well as the neighbouring Brent Cross, Temple Fortune, and Childs Hill. By virtue of the site's location, the majority of trips made to/from the site can be made on foot, negating the need to use a private car.
- 3.1.7 Overall, the pedestrian infrastructure and accessibility is considered to be excellent.

3.2 Cycling

- 3.2.1 According to DfT Local Transport Note 1/20 (Cycle Infrastructure Design), 8km is considered a suitable distance to cycle for local journeys. A cycle isochrone map is provided as Appendix 4.2.
- 3.2.2 Appendix 4.2 shows that there is a large potential catchment for local cycling trips, which could replace car journeys.
- 3.2.3 Golders Green is served by a Local Cycle Network (LCN), there is a recommended route on the A598 approximately 600 metres southeast of the site which serves Golders Green Underground Station provides access north towards Finchley and south to Hampstead. This route also provides a connection to LCN Route 51 which connects Brent Cross with Golders Hill Park.
- 3.2.4 As stated previously, the local road network is subject to a 30-mph speed limit and benefits from street lighting throughout. The surrounding area is considered to be a safe environment for cycling. The Crashmap review in Section 2.3 demonstrates that there have not been any collisions around the site involving cyclists during the latest available 3-year period.

3.3 Public Transport

- 3.2.1 Public Transport Access Levels (PTAL) assesses connectivity (level of access) to the transport network, combining walk time to the public transport network with service wait times. Using Transport for London's (TfL) WebCAT, the site has a PTAL of 4 (0 being the worst and 6b being the best). The PTAL output of the site is provided as Appendix 4.3.
- 3.2.2 As shown, the site is proximal to cells with PTALs of 6a and therefore the site is considered to be well served by public transport.
- 3.2.3 A plan of local public transport links, including nearby bus stops and underground stations, is provided as Appendix 4.4.

Bus

3.2.4 According to the CIHT's *Buses in Urban Development* report (2018), 250m is considered the maximum walking distance to bus stops in town/city centre locations. Within this distance there are several bus stops on Golders Green Road:

- Woodstock Avenue (N-B stop ~75m northwest of the site, S-B stop ~170m northwest of the site)
- Hoop Lane Golders Green (N-B stop ~190m southeast of the site, S-B stop ~220m southeast of the site)

3.2.5 These stops are a 3-minute walk or less from the site. Each of these stops is well equipped with shelter, seating, and timetable information.

3.2.6 Table 3A summarises the bus services at the stops listed above including the frequency of service.

Table 3A Bus Services Summary

Route	Route	Frequency		
		Mon – Fri	Sat	Sun
83	Golders Green Station – Alperton Station	Every 7 – 10 minutes	Every 7 – 10 minutes	Every 9 – 13 minutes
183	Golders Green Station – Pinner Station/Bridge Street	Every 8 – 12 minutes	Every 8 – 12 minutes	Every 10 – 13 minutes
210	Finsbury Park Station – Brent Cross Shopping Centre	Every 8 – 12 minutes	Every 9 – 13 minutes	Every 10 – 14 minutes
240	Golders Green Station – Edgware Station	Every 13 minutes	Every 15 minutes	Every 20 minutes
N5	Edgware Bus Station – Whitehall/Trafalgar Square	Every 30 minutes	Every 30 minutes	Every 30 minutes
N83	Golders Green Station – Ealing Hospital	Every 30 minutes	Every 30 minutes	Every 30 minutes

Source: <https://tfl.gov.uk/travel-information/timetables/> as of 06.12.23

3.2.7 As shown in Table 3A, the local stops are served by four daytime services and two night-time services with an excellent frequency of service throughout the week.

3.2.8 The proximity of the site to these bus stops, the bus stop infrastructure, and range/frequency of bus service makes bus travel a highly convenient and attractive option for residents and visitors of the proposal.

Train

- 3.2.9 Golders Green Underground Station is located approximately 650m southeast of the site, in Golders Green centre, i.e., a 9-minute walk or 2-minute cycle. Brent Cross Underground Station is located approximately 900m northwest of the site, i.e., 10-minute walk or 2-minute cycle.
- 3.2.10 Both Golders Green and Brent Cross are on the Northern Line, providing frequent services between Edgware (northbound) and Battersea Power Station or Morden (southbound).
- 3.2.11 In conclusion, the site is located in a highly sustainable location in terms of public transport which is likely to encourage and facilitate non-car travel.

4.0 PROPOSED DEVELOPMENT

4.1 Proposal

4.1.1 It is proposed to demolish the existing dwelling and construct a new four-storey residential building comprising:

- 1-bed flat × 6
- 2-bed flat × 2
- **Total 8 flats**

4.1.2 The proposed floor plans are provided as Appendix 5.0.

4.2 Access Arrangements

4.2.1 Pedestrian access to the flats would be gained via the Gainsborough Gardens site frontage.

4.2.2 There are 2 x cycle stores proposed externally within the communal front & rear gardens. The front garden store would accommodate 8 cycles and the rear garden store will accommodate 7 cycles.

4.2.3 The proposed development would be “car-free” and therefore will encourage access by sustainable travel modes (discouraging car ownership) in the strongest possible way.

4.2.4 As discussed in Chapter 6.0, an on-street parking survey has been undertaken within suitable walking distance of the site (200 metres as per Lambeth Methodology guidance) to demonstrate that there is suitable availability of parking in unrestricted and/or resident permit holder spaces to meet the demand associated with the proposed development.

4.3 Parking

4.3.1 The proposed development will be “car-free” and therefore residents who own a car would need to utilise on-street car parking spaces within the vicinity of the site. As mentioned previously, the site is located in Zone G of LBoB’s CPZ, with parking available to permit holders.

4.3.2 The car parking standards, as per The London Plan (2021), are discussed in the following Chapter 5.0.

4.3.3 Cycle parking would be provided in accordance with The London Plan’s minimum standards for residential use as per below:

Long Stay

- 1.5 spaces / 2-person 1-bed dwelling = 6 × 1.5 = 9
- 2 spaces per all other dwellings = 2 × 2 = 4

Short Stay

- 5 – 40 dwellings 2 spaces

4.3.4 Based on the above standards, the cycle parking requirement is a minimum of 15 spaces (i.e., 13 long-stay + 2 short-stay).

4.3.5 The residential cycle stores would be covered, secure, and well lit. As shown in Appendix 5.0, cycle stores for the flats are located in the rear garden and the front communal area.

4.3.6 There would be a total of 15 cycle parking spaces (13 long-stay and 2 short-stay) provided for residents in the front / rear garden stores. The proposed cycle parking provision therefore meets The London Plan standards.

4.4 Servicing and Deliveries

- 4.4.1 The delivery arrangement for the residential element would be retained as per the existing situation, i.e., on-street via Gainsborough Gardens or Golders Green Road, adhering to the local loading/waiting restrictions.

- 4.4.2 Bin stores will be located at ground floor level, within the front garden area, and the Council would collect on street.

5.0 PARKING STRESS SURVEY

5.1 Parking Standards and Guidance

5.1.1 As discussed in Chapter 3.0, the site is situated in a highly sustainable location, with excellent public transport connectivity which would encourage and facilitate non-car travel. There are also footways on both sides of Golders Green Road providing convenient access to the local centre and associated amenities.

5.1.2 Manual for Streets (MfS, 2007) and CIHT’s Planning for Walking (2015) define ‘walkable neighbourhoods’ as per below:

“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.”

5.1.3 As outlined in Appendix 4.1, there are several amenities within suitable walking distance of the site which would negate private car usage.

5.1.4 As mentioned previously, the proposed development would be “car-free” which, by nature, would discourage car ownership and access to the site by private car.

5.1.5 The London Plan (2021) Policy T6 – Car Parking states the following with regard to parking provision for new development:

“Car-free development should be the starting point for all development proposals.”

5.1.6 The *maximum* car parking standards, as per Policy T6.1 Residential Parking of The London Plan, are set out in Table 5A below. As mentioned previously, the site has a PTAL Rating of 4.

Table 5A London Plan Parking Standards

Location	No. of Beds	Maximum Parking Provision
Outer London PTAL 4	All	Up to 0.5 – 0.75 spaces per dwelling*

*In this case the lower standard should be applied as the site is in an accessible location.

5.1.7 It is proposed to demolish the existing dwelling and construct a new four-storey residential building comprising:

- 1-bed flat × 6
- 2-bed flat × 2
- **Total 8 flats**

5.1.8 The *maximum* car parking provision, in accordance with The London Plan standards set out in Table 5A, would be 4 spaces (i.e., 0.5 spaces per dwelling × 8 flats = 4 spaces).

5.1.9 It should be noted that the *maximum* car parking provision in the permitted scenario, based on the standards, is 1 space (i.e., 0.5 spaces per dwelling × 1 house = max 1 space).

5.2 Residential Parking Demand

5.2.1 The site is located within the London Borough of Barnet (LBoB) Childs Hill ward. Based on Census dataset CT0103 (*Accommodation type by tenure by number of rooms by car or van availability*), the car ownership for flats with up to 3 habitable rooms in the LBoB and Childs Hill are summarised below:

Privately Owned

- Childs Hill = 0.66 cars per unit
- LBoB = 0.74 cars per unit

Rented

- Childs Hill = 0.32 cars per unit
- LBoB = 0.43 cars per unit

Total

- Childs Hill = 0.38 cars per unit
- LBoB = 0.50 cars per unit

5.2.2 Based on car ownership data, the proposed 6 × 1-bedroom and 2 × 2-bedroom development could generate the following parking demand:

Privately Owned

- Childs Hill = 0.66 cars per unit × 8 = 5 cars
- LBoB = 0.74 cars per unit × 8 = 6 cars

Rented

- Childs Hill = 0.32 cars per unit × 8 = 3 cars
- LBoB = 0.43 cars per unit × 8 = 3 cars

Total

- Childs Hill = 0.38 cars per unit × 8 = 3 cars
- LBoB = 0.50 cars per unit × 8 = 4 cars

5.2.3 In a worst-case scenario, the proposed development could generate a parking demand of up to 6 cars (based on LBoB car ownership for privately owned flats). However, this is considered to be very robust as the site is located within the Childs Hill ward which displays lower car ownership than the LBoB.

5.2.4 Based on the average car ownership of all flats within Childs Hill and the LBoB (i.e., total), the development would more likely generate a car ownership of 3 or 4 cars.

5.2.5 The proposed development would be “car-free”, however an addition of 3 or 4 cars is not considered to be severe.

5.3 Parking Survey

5.3.1 In order to demonstrate that there is sufficient on-street parking in the vicinity of the site, ADL commissioned K&M Traffic Surveys to undertake a parking survey on Wednesday 15th and Thursday 16th November 2023 on streets within 200 metres walking distance of the site using Lambeth Methodology guidance.

5.3.2 The parking surveys were undertaken at 04:00 on Wednesday 15th and at 03:45 on Thursday 16th (i.e., to capture maximum on-street demand). The full parking survey data is provided as Appendix 6.0.

5.3.3 The site is located in Zone G of LBoB’s CPZ, the survey included RPH spaces within the CPZ (as per Lambeth Methodology guidance). The parking stress for permit holders on streets within 200 metres walking distance of the site is summarised in Table 5B below.

Table 5B Parking Stress Survey (Resident Permit Holder Spaces)

Street Name	No. Parking Spaces	Weds 15 th Nov 04:00		Thurs 16 th Nov 03:45		Average Unrestricted Parking Stress (%)
		Cars Parked	Stress (%)	Cars Parked	Stress (%)	
Golders Garden	78	55	71%	55	71%	71%
Golders Green Rd	21	12	57%	11	52%	55%
Woodstock Av	16	6	38%	6	38%	38%
Gainsborough Gd	77	49	64%	52	68%	66%
Sneath Av	3	2	67%	3	100%	84%
Powis Gd	44	30	68%	28	64%	66%
The Riding	12	5	42%	7	58%	50%
Ravenscroft Av	25	12	48%	9	36%	42%
Beechcroft Av	16	9	56%	9	56%	56%
Gloucester Gd	22	22	100%	22	100%	100%
Totals	314	202	64%	202	64%	64%

5.3.4 Table 5B shows that there are at least 314 resident permit holder parking spaces that are available within 200 metres walking distance of the site. During the surveys, an average of 202 on-street parking spaces were occupied (64% parking stress). Therefore, an average of 112 spaces are available within 200 metres of the site.

5.3.5 An average parking stress of 64% is significantly below the 90% threshold of what is considered to be “operational capacity”. The parking impact of the proposed development is summarised in the next Section below.

5.4 Parking Impact

5.4.1 This report demonstrates that there would be no adverse impact on the availability of on-street parking in the surrounding area.

5.4.2 Chapter 3.0 demonstrates that the site is situated in a highly accessible location with local bus stops, underground stations, pedestrian footways / crossing points, and advisory cycle lanes which encourage access by active and sustainable travel. Furthermore, the site is considered to be within a “walkable neighbourhood” with multiple amenities located within 800 metres walking distance (i.e., 10-minute walk).

- 5.4.3 A parking survey has been undertaken in any case to demonstrate that there is sufficient capacity on-street to accommodate the minimal parking demand associated with the proposed development.
- 5.4.4 Based on the parking survey results (Lambeth Methodology) there are at least 314 resident permit holder (RPH) parking spaces available within 200 metres walking distance of the site. During the survey periods, an average of 202 on-street parking spaces were occupied (64% stress). Therefore, an average of 112 spaces are available within 200 metres of the site. An addition of 6 cars (worst-case scenario) associated with the proposed residential units would therefore increase the average parking stress from 64% to 66% (i.e., $202 + 6 / 314 = 66\%$).
- 5.4.5 The increase in parking stress on surrounding streets as a result of the proposed development is therefore considered to be negligible, the stress would not reach or exceed 90% (i.e., operational capacity).
- 5.4.6 Based on the above assessment, the proposals are considered to be acceptable and would generate an insignificant impact on the local highway network from a parking perspective.
- 5.4.7 The proposed development therefore adheres to the National Planning Policy Framework (NPPF, 2023):

“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.”

6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Proposed Trip Generation

6.1.1 In order to determine the proposed trip generation of the residential development, the TRICS database has been used. To be representative of the site, the following parameters have been selected.

- Main Land Use: Residential
- Sub Land Use: Flats (Privately Owned)
- Regions: Greater London
- No. of Dwellings 6 – 100
- Available Dates 01/01/08 – 09/06/22
- Location: Edge of Town Centre / Suburban
- PTAL: 3 – 5

**Surveys undertaken during COVID omitted*

6.1.2 The TRICS output is provided as Appendix 7.0 and multi modal trip generation summarised in Table 6A.

Table 6A Proposed Trip Generation: Residential

Mode	Time	Trip Rate (Per Dwelling)		Trips (8 Dwellings)		
		In	Out	In	Out	2-Way
Total Vehicles	08:00 – 09:00	0.029	0.112	0	1	1
	17:00 – 18:00	0.126	0.083	1	1	2
	Daily	0.780	0.801	6	6	12
Cyclists	08:00 – 09:00	0.000	0.000	0	0	0
	17:00 – 18:00	0.000	0.004	0	0	0
	Daily	0.015	0.016	0	0	0
Pedestrians	08:00 – 09:00	0.040	0.201	0	2	2
	17:00 – 18:00	0.137	0.104	1	1	2
	Daily	1.128	1.084	9	9	18
Public Transport Users	08:00 – 09:00	0.025	0.266	0	2	2
	17:00 – 18:00	0.151	0.076	1	1	2
	Daily	1.201	1.127	10	9	19

6.1.3 Table 6A shows that the proposed development could generate 1 and 2 (two-way) vehicle trips during the AM and PM network peak hours, respectively, and 12 (two-way) vehicle trips on a daily basis. This is considered to be imperceptible in traffic engineering terms.

6.1.4 Table 6A also demonstrates that the proposed development could be expected to generate 18 and 19 (two-way) pedestrian and public transport user trips on a daily basis, respectively.

6.2 Traffic Impact Assessment

6.2.1 The traffic impact of the proposed development is determined by comparing the existing vehicular trip generation with the proposed vehicle trip generation. This is summarised in Table 6B.

Table 6B Traffic Impact: Existing vs Proposed

Mode	Time	Trips (2-Way)		Net Change
		Existing (Table 2B)	Proposed (Table 6A)	
Total Vehicles	08:00 – 09:00	0	1	+1
	17:00 – 18:00	0	2	+2
	Daily	6	12	+6
Cyclists	08:00 – 09:00	0	0	0
	17:00 – 18:00	0	0	0
	Daily	0	0	0
Pedestrians	08:00 – 09:00	0	2	+2
	17:00 – 18:00	0	2	+2
	Daily	4	18	+14
Public Transport Users	08:00 – 09:00	0	2	+2
	17:00 – 18:00	0	2	+2
	Daily	2	19	+17

6.2.2 Table 6B shows that, compared to the existing use, the proposed development could generate up to 2 additional vehicle trips during network peak hours (or 6 additional trips on a daily basis). This traffic impact is considered to be imperceptible, and the parking assessment in Chapter 5.0 demonstrates that a parking demand on up to 6 cars (in a worst-case scenario) could safely be accommodated in resident permit holder spaces within 200 metres walking distance of the site.

6.2.3 Furthermore, considering the highly accessible location of the site (and the car-free nature of the development), it is likely that the majority of trips would be made by sustainable modes, such as walking, cycling, or public transport.

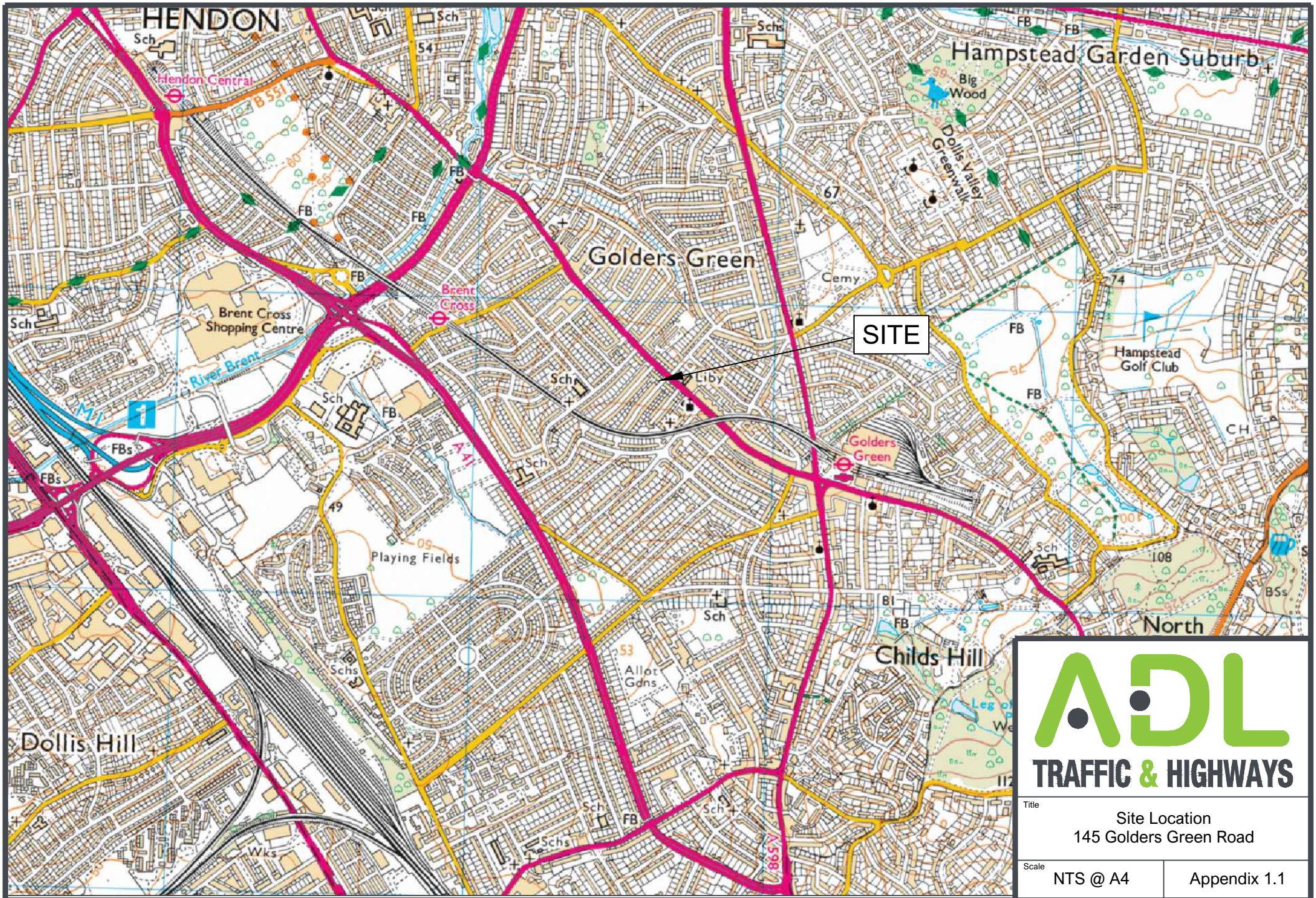
7.0 SUMMARY AND CONCLUSIONS

- 7.1 ADL Traffic and Highways Engineering Ltd (ADL) have prepared this Transport Statement (TS) to support a planning application for a proposed residential development comprising a 4-storey building with 8 flats at 145 Golders Green Road, London, NW11 9BN.
- 7.2 The site is situated at 145 Golders Green Road at the junction with Gainsborough Gardens.
- 7.3 The site comprises an existing residential dwelling at 145 Golders Green Road which would be demolished and replaced with a four-storey building comprising 8 flats.
- 7.4 The site is located in a mature urban environment with excellent pedestrian infrastructure, there are multiple local amenities within a “walkable neighbourhood” distance of the site (i.e., 800 metres or a 10-minute walk).
- 7.5 The PTAL rating of the site is 4 (i.e., good), there are bus stops within 250 metres of the site on Golders Green Road with an excellent service level. Golders Green and Brent Cross Underground Stations are nearby within one kilometre walking distance, these are served by the Northern Line. The accessibility of the site to active and sustainable modes is considered to be excellent.
- 7.6 It is proposed to demolish the existing dwellings and provide a development comprising 8 flats.
- 7.7 The proposed development would be “car-free” and therefore will encourage access by sustainable travel modes (discouraging car ownership) in the strongest possible way.
- 7.8 There would be a total of 15 cycle parking spaces (13 long-stay and 2 short-stay) provided for residents in the front / rear garden stores. The proposed cycle parking provision therefore meets The London Plan standards.

- 7.9 ADL commissioned K&M Traffic Surveys Ltd to undertake a parking survey on Wednesday 15th and Thursday 16th November 2023 on streets within 200 metres walking distance of the site using Lambeth Methodology guidance.
- 7.10 The parking survey results demonstrate that, even with the demand associated with the proposed development, the parking stress within 200 metres walking distance of the site in resident permit holder spaces (Zone G of LBoB's CPZ) is 66%. This is considerably below the 90% "operational capacity" of the network and therefore the parking impact of the development would not be severe.
- 7.11 Based on a robust traffic impact assessment using TRICS, proposed development could generate up to 2 additional vehicle trips (two-way) during network peak hours, and up to 6 additional trips (two-way) on a daily basis compared with the existing use which is considered to be negligible.
- 7.12 Notwithstanding the above, given the highly accessible location of the site (and car-free nature of the development), the majority of trips associated with the proposed development would be made by walking, cycling, or public transport.
- 7.13 It is concluded that is proposed development would not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe (as per NPPF, 2023).

“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.”

SITE LOCATION



Title	
Site Location 145 Golders Green Road	
Scale	NTS @ A4
Appendix 1.1	

CRASHMAP

2.1

Search Extent

2.2

Collision Reports



10/06/2022

09/10/2021

13/12/2022

18/02/2022

18/10/2022

Site

A502

Ravenscroft Avenue

Golders Green Road

Gainsborough Gardens

ADL
TRAFFIC & HIGHWAYS

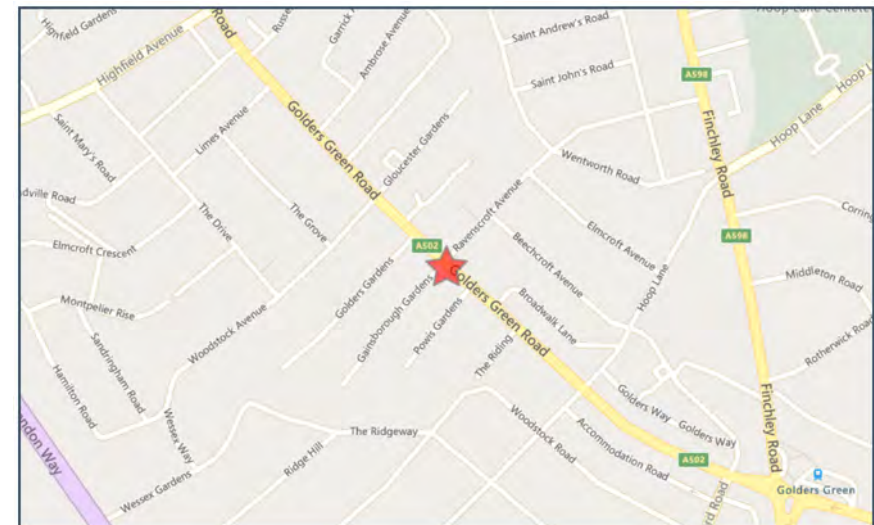
Title	
Crashmap Plan	
Scale	
NTS	Appendix 2.1



Validated Data

Crash Date: Tuesday, February 18, 2020 **Time of Crash:** 11:10:00 AM **Crash Reference:** 2020010237213

Highest Injury Severity:	Slight	Road Number:	A502	Number of Casualties:	1
Highway Authority:	Barnet	Number of Vehicles:	2	OS Grid Reference:	524648 187748
Local Authority:	Barnet London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	4	Male	26 - 35	Unknown	Back	Unknown	Unknown	Unknown
2	Car (excluding private hire)	14	Unknown	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

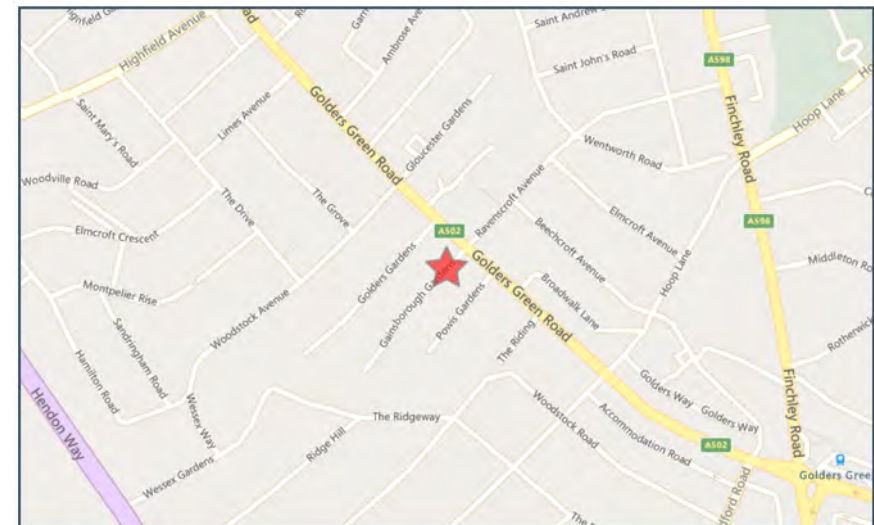
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Validated Data

Crash Date: Sunday, October 18, 2020 **Time of Crash:** 6:29:00 PM **Crash Reference:** 2020010274481

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnet			Number of Vehicles:	1
Local Authority:	Barnet London Borough			OS Grid Reference:	524616 187718
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present but unlit				
Carriageway Hazards:	Dislodged vehicle load in carriageway				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	46 - 55	Vehicle is moving off	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

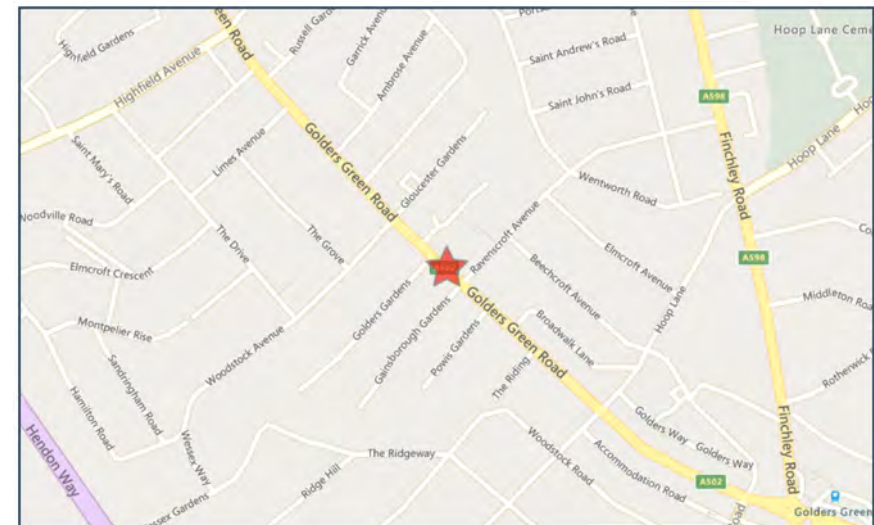
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Validated Data

Crash Date: Saturday, October 09, 2021 **Time of Crash:** 10:45:00 PM **Crash Reference:** 2021010336546

Highest Injury Severity:	Slight	Road Number:	A502	Number of Casualties:	1
Highway Authority:	Barnet			Number of Vehicles:	2
Local Authority:	Barnet London Borough			OS Grid Reference:	524622 187775
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Male	26 - 35	Vehicle is passing a stationary vehicle on its offside	Front	Journey as part of work	None	None
2	Car (excluding private hire)	7	Male	56 - 65	Vehicle is moving off	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

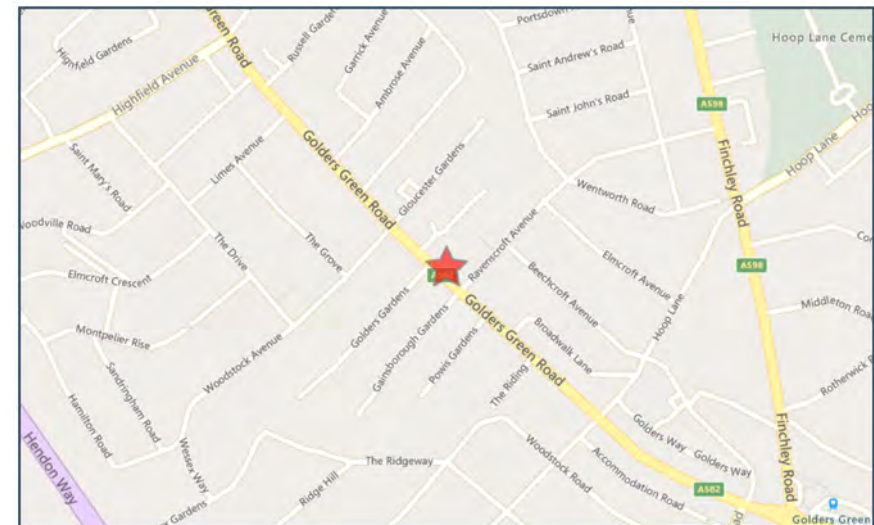
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Validated Data

Crash Date: Friday, June 10, 2022 **Time of Crash:** 7:10:00 PM **Crash Reference:** 2022010381547

Highest Injury Severity:	Slight	Road Number:	A502	Number of Casualties:	1
Highway Authority:	Barnet			Number of Vehicles:	2
Local Authority:	Barnet London Borough			OS Grid Reference:	524626 187785
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	13	Male	26 - 35	Vehicle is moving off	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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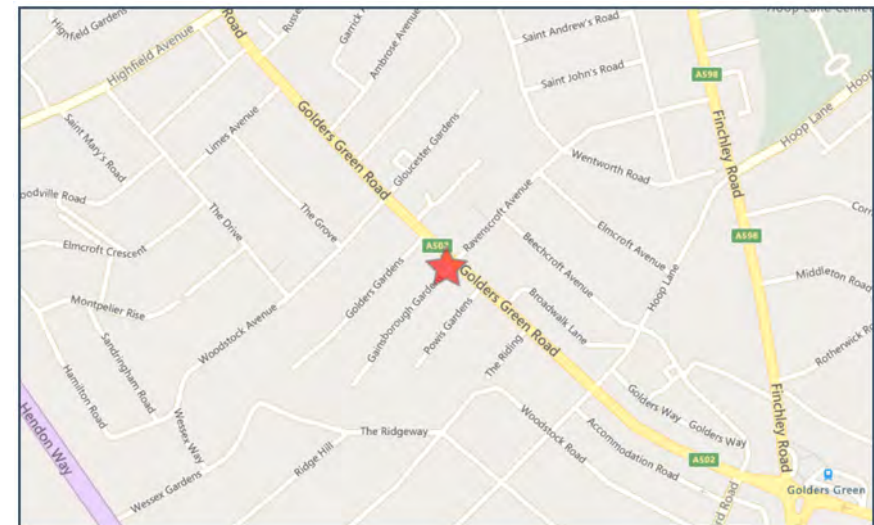


Validated Data

Crash Date: Tuesday, December 13, 2022 **Time of Crash:** 4:39:00 PM **Crash Reference:** 2022010416223

Highest Injury Severity: Slight **Road Number:** A502 **Number of Casualties:** 1
Highway Authority: Barnet **Number of Vehicles:** 1
Local Authority: Barnet London Borough **OS Grid Reference:** 524635 187746

Weather Description: Fine without high winds
Road Surface Description: Frost or Ice
Speed Limit: 30
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	66 - 75	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	66 - 75	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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PERMITTED TRICS: HOUSES (PRIVATELY OWNED)

Calculation Reference: AUDIT-733701-221114-1154

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
HO	HOUNSLOW	1 days
KI	KINGSTON	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: 9 to 50 (units:)
 Range Selected by User: 9 to 231 (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: 01/01/10 to 24/11/21

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

Selected survey days:

Monday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	4
------------------	---

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.

Secondary Filtering selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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 2 days

50,001 to 100,000 2 days

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

Population within 5 miles:

500,001 or More 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 3 days

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

Travel Plan:

No 4 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:

3 Moderate 2 days

4 Good 1 days

5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1	HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	MIXED HOUSES		HOUNSLOW
	Edge of Town Centre Residential Zone Total No of Dwellings:		50	
	<i>Survey date: MONDAY</i>		<i>29/06/15</i>	<i>Survey Type: MANUAL</i>
2	KI-03-A-01 COOMBE RISE KINGSTON UPON THAMES	DETACHED		KINGSTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		12	
	<i>Survey date: THURSDAY</i>		<i>24/06/10</i>	<i>Survey Type: MANUAL</i>
3	KI-03-A-02 WOLSEY CLOSE KINGSTON UPON THAMES	DETACHED		KINGSTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		20	
	<i>Survey date: THURSDAY</i>		<i>24/06/10</i>	<i>Survey Type: MANUAL</i>
4	WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	SEMI DETACHED & TERRACED		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		9	
	<i>Survey date: THURSDAY</i>		<i>06/06/19</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/A - HOUSES 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): 2.64

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	4	23	0.088	4	23	0.253	4	23	0.341
08:00 - 09:00	4	23	0.165	4	23	0.242	4	23	0.407
09:00 - 10:00	4	23	0.110	4	23	0.220	4	23	0.330
10:00 - 11:00	4	23	0.154	4	23	0.143	4	23	0.297
11:00 - 12:00	4	23	0.198	4	23	0.121	4	23	0.319
12:00 - 13:00	4	23	0.264	4	23	0.264	4	23	0.528
13:00 - 14:00	4	23	0.198	4	23	0.165	4	23	0.363
14:00 - 15:00	4	23	0.121	4	23	0.132	4	23	0.253
15:00 - 16:00	4	23	0.198	4	23	0.187	4	23	0.385
16:00 - 17:00	4	23	0.209	4	23	0.176	4	23	0.385
17:00 - 18:00	4	23	0.231	4	23	0.165	4	23	0.396
18:00 - 19:00	4	23	0.242	4	23	0.132	4	23	0.374
19:00 - 20:00	2	30	0.237	2	30	0.169	2	30	0.406
20:00 - 21:00	2	30	0.288	2	30	0.203	2	30	0.491
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.703			2.572			5.275

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: 9 - 50 (units:)
Survey date date range: 01/01/10 - 24/11/21
Number of weekdays (Monday-Friday): 4
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/A - HOUSES 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	4	23	0.000	4	23	0.011	4	23	0.011
08:00 - 09:00	4	23	0.000	4	23	0.033	4	23	0.033
09:00 - 10:00	4	23	0.011	4	23	0.022	4	23	0.033
10:00 - 11:00	4	23	0.011	4	23	0.044	4	23	0.055
11:00 - 12:00	4	23	0.022	4	23	0.011	4	23	0.033
12:00 - 13:00	4	23	0.011	4	23	0.022	4	23	0.033
13:00 - 14:00	4	23	0.022	4	23	0.000	4	23	0.022
14:00 - 15:00	4	23	0.011	4	23	0.011	4	23	0.022
15:00 - 16:00	4	23	0.000	4	23	0.011	4	23	0.011
16:00 - 17:00	4	23	0.022	4	23	0.022	4	23	0.044
17:00 - 18:00	4	23	0.022	4	23	0.000	4	23	0.022
18:00 - 19:00	4	23	0.000	4	23	0.011	4	23	0.011
19:00 - 20:00	2	30	0.034	2	30	0.000	2	30	0.034
20:00 - 21:00	2	30	0.017	2	30	0.000	2	30	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.183			0.198			0.381

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/A - HOUSES 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	4	23	0.033	4	23	0.110	4	23	0.143
08:00 - 09:00	4	23	0.055	4	23	0.341	4	23	0.396
09:00 - 10:00	4	23	0.154	4	23	0.187	4	23	0.341
10:00 - 11:00	4	23	0.110	4	23	0.044	4	23	0.154
11:00 - 12:00	4	23	0.088	4	23	0.099	4	23	0.187
12:00 - 13:00	4	23	0.066	4	23	0.110	4	23	0.176
13:00 - 14:00	4	23	0.154	4	23	0.132	4	23	0.286
14:00 - 15:00	4	23	0.088	4	23	0.132	4	23	0.220
15:00 - 16:00	4	23	0.330	4	23	0.110	4	23	0.440
16:00 - 17:00	4	23	0.253	4	23	0.165	4	23	0.418
17:00 - 18:00	4	23	0.264	4	23	0.099	4	23	0.363
18:00 - 19:00	4	23	0.143	4	23	0.231	4	23	0.374
19:00 - 20:00	2	30	0.356	2	30	0.288	2	30	0.644
20:00 - 21:00	2	30	0.203	2	30	0.153	2	30	0.356
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.297			2.201			4.498

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

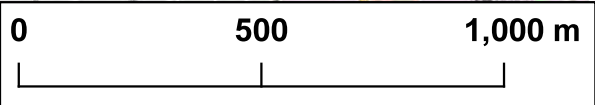
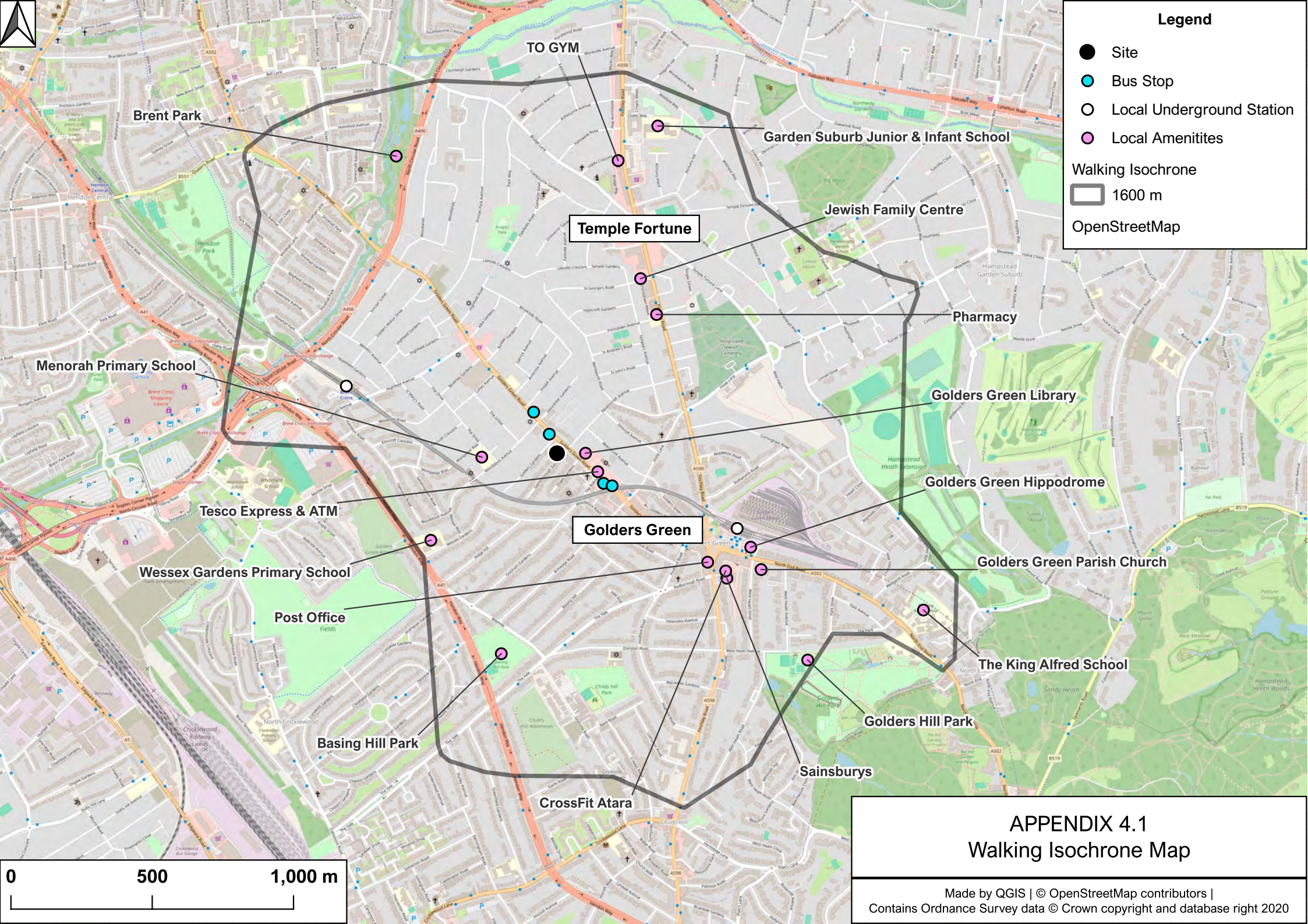
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	23	0.022	4	23	0.220	4	23	0.242
08:00 - 09:00	4	23	0.033	4	23	0.209	4	23	0.242
09:00 - 10:00	4	23	0.000	4	23	0.110	4	23	0.110
10:00 - 11:00	4	23	0.033	4	23	0.011	4	23	0.044
11:00 - 12:00	4	23	0.000	4	23	0.110	4	23	0.110
12:00 - 13:00	4	23	0.044	4	23	0.055	4	23	0.099
13:00 - 14:00	4	23	0.066	4	23	0.033	4	23	0.099
14:00 - 15:00	4	23	0.044	4	23	0.044	4	23	0.088
15:00 - 16:00	4	23	0.022	4	23	0.066	4	23	0.088
16:00 - 17:00	4	23	0.121	4	23	0.011	4	23	0.132
17:00 - 18:00	4	23	0.165	4	23	0.044	4	23	0.209
18:00 - 19:00	4	23	0.110	4	23	0.033	4	23	0.143
19:00 - 20:00	2	30	0.169	2	30	0.051	2	30	0.220
20:00 - 21:00	2	30	0.119	2	30	0.000	2	30	0.119
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.948			0.997			1.945

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.

ACCESSIBILITY

4.1	Walking Isochrone Map
4.2	Cycling Isochrone Map
4.3	PTAL Map
4.4	Public Transport Map



TO GYM

Brent Park

Garden Suburb Junior & Infant School

Temple Fortune

Jewish Family Centre

Pharmacy

Menorah Primary School

Golders Green Library

Tesco Express & ATM

Golders Green Hippodrome

Golders Green

Golders Green Parish Church

Wessex Gardens Primary School

Post Office

The King Alfred School

Basing Hill Park

Golders Hill Park

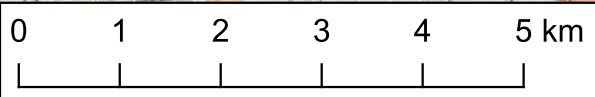
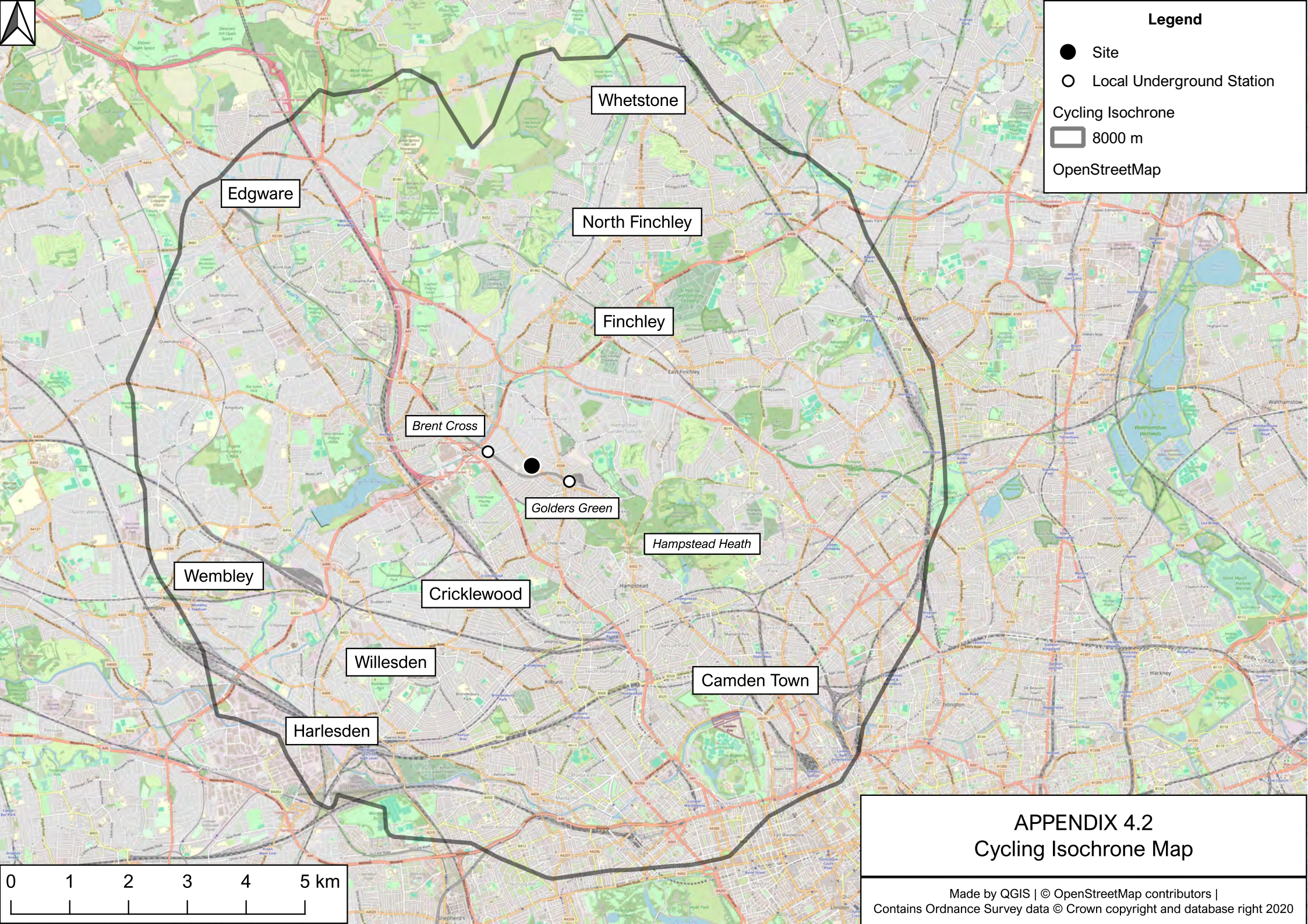
Sainsburys

CrossFit Atara

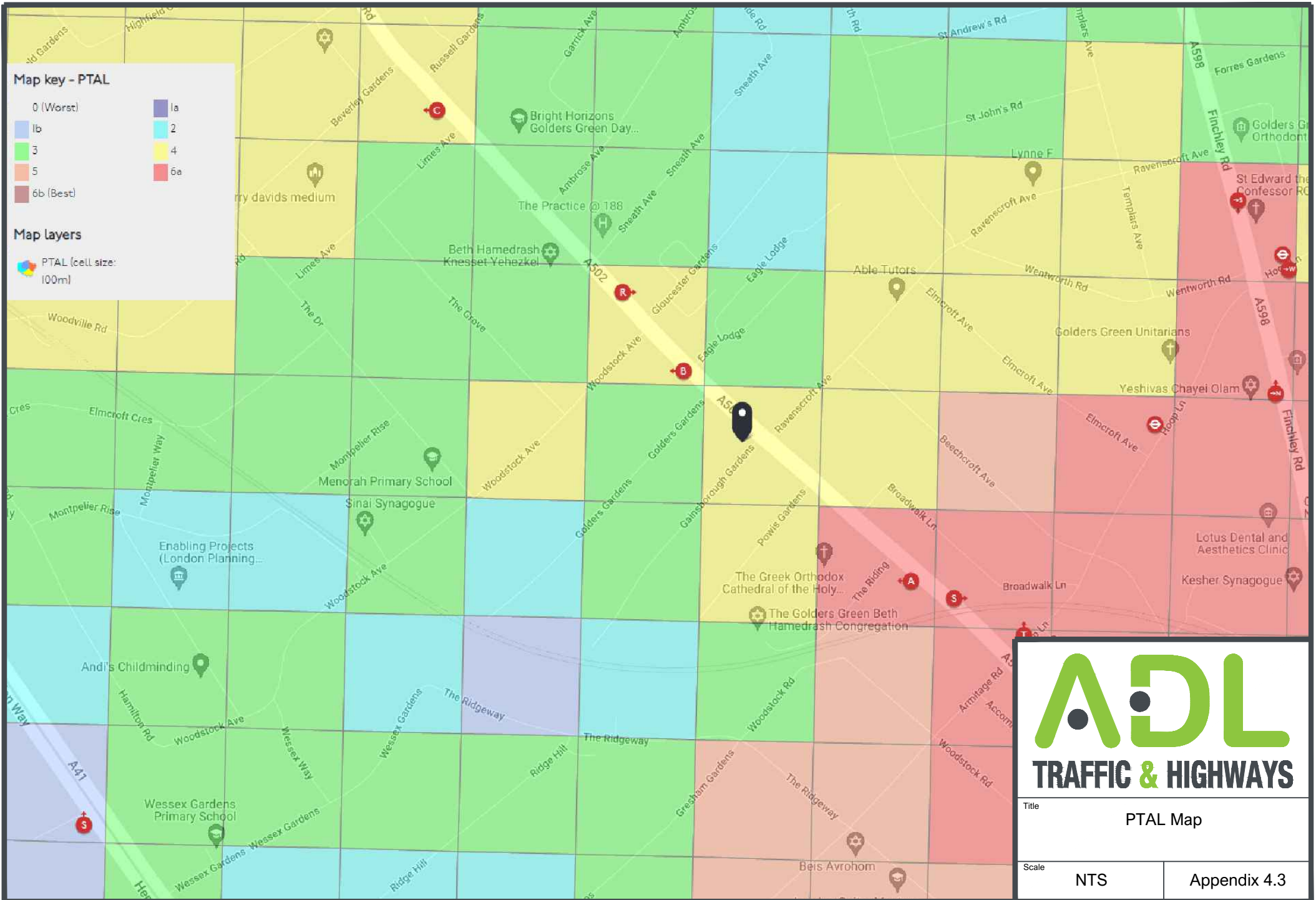


Legend

- Site
- Local Underground Station
- Cycling Isochrone
- ▭ 8000 m
- OpenStreetMap






APPENDIX 4.2 Cycling Isochrone Map





Legend

-  Site Location
-  Bus Stops
-  Underground Station

OpenStreetMap

Brent Cross

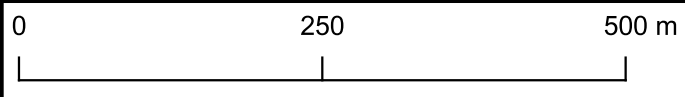
Woodstock Avenue (S-B)

Woodstock Avenue (N-B)

Hoop Lane (S-B)

Hoop Lane (N-B)

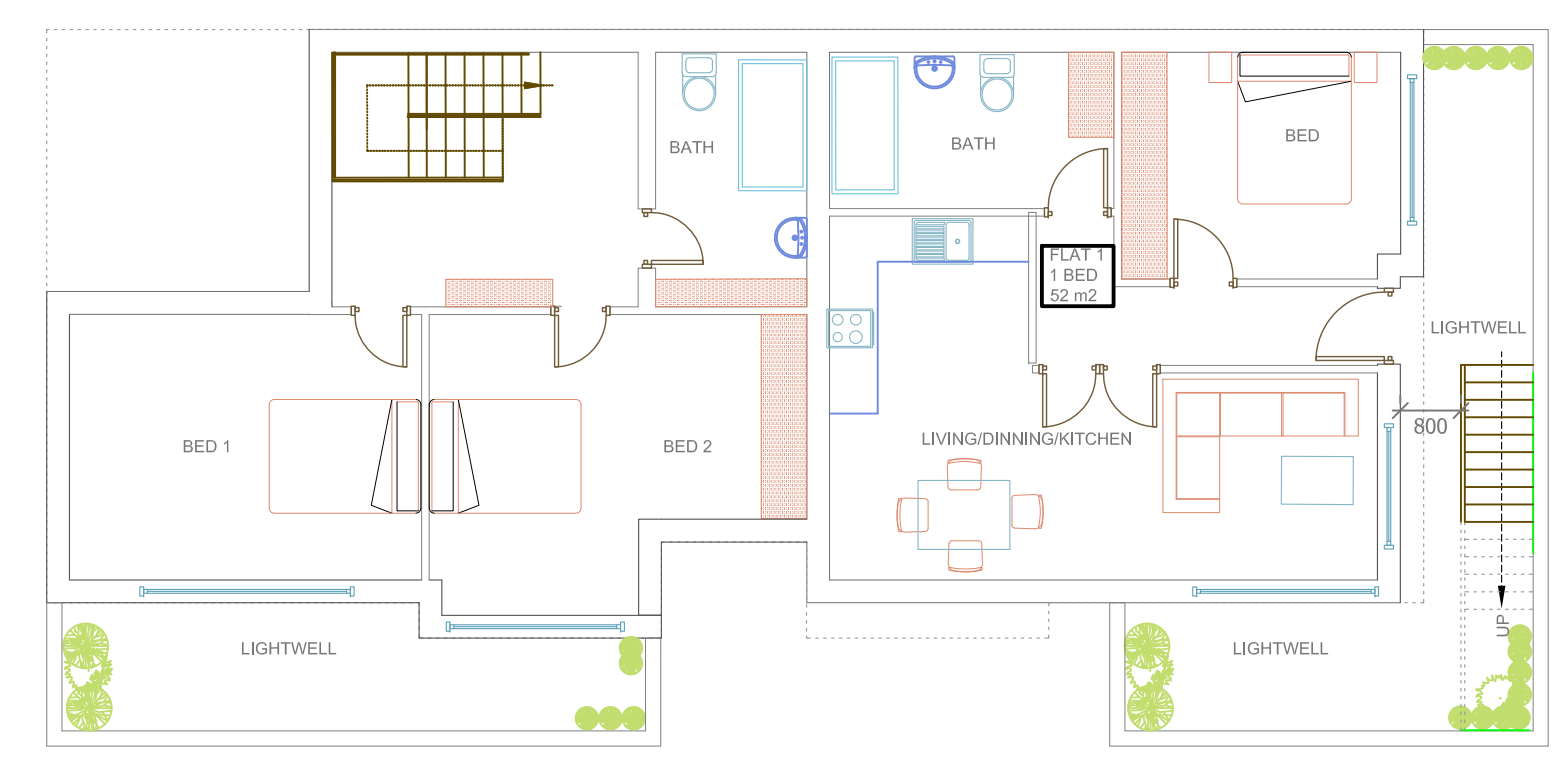
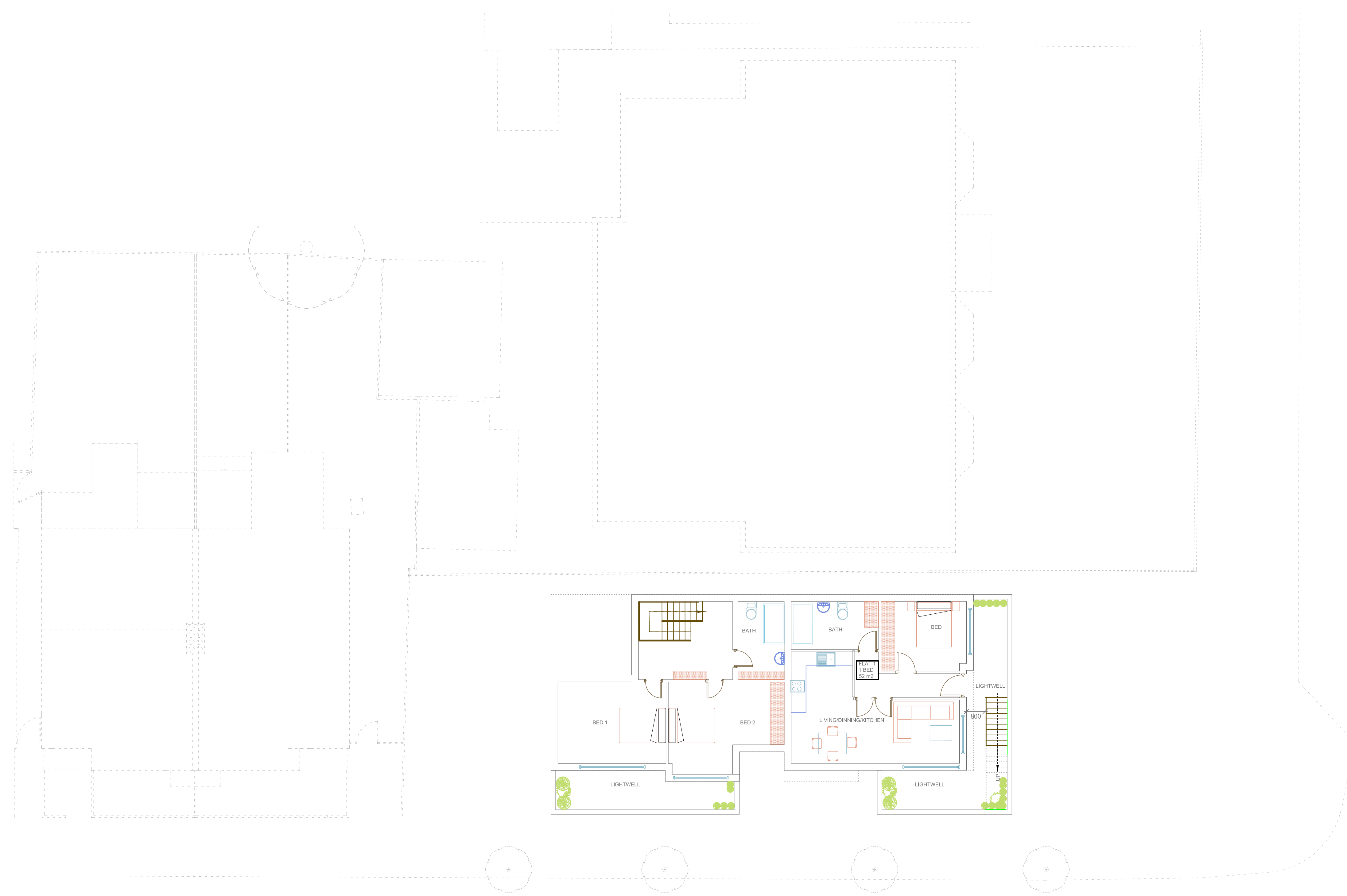
Golders Green



**Public Transport Map
Appendix 4.4**

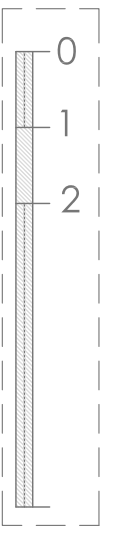
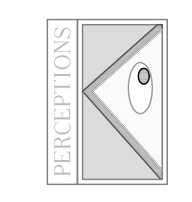
PROPOSED FLOOR PLANS

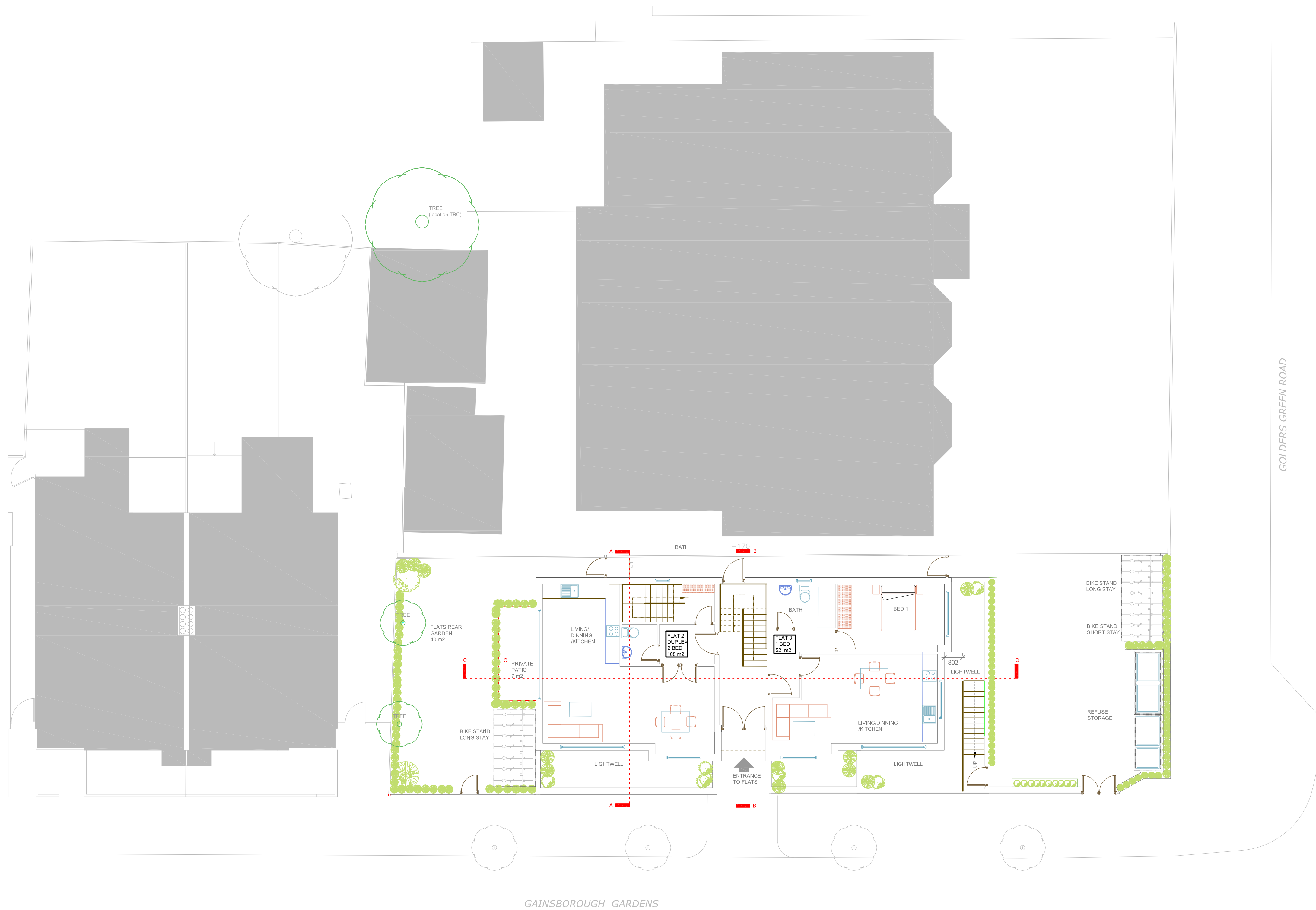
FRG FIRE RESISTING (INTEGRITY AND INSULATION) GLAZING
 DRM DRY RISING MAIN
 OG OBSCURE GLASS



NO	DATE	PLANNING APPLICATION
		CLIENT: DAVID KOHALI
		JOB: 145 GOLDERS GREEN ROAD
		DRAWING: PROPOSED BASEMENT
DRAW NO	SCALE	DATE
1579-1	A1 1:100	JULY 2023
STATUS	ISSUED TO	DATE

PERCEPTIONS
 ARCHITECTURAL
 AND DESIGN SERVICES
 telephone
 +44(0)208201 9818
 Cell phone
 +44(0)7950403547



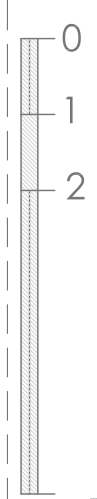
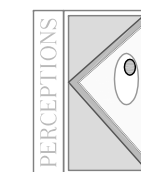


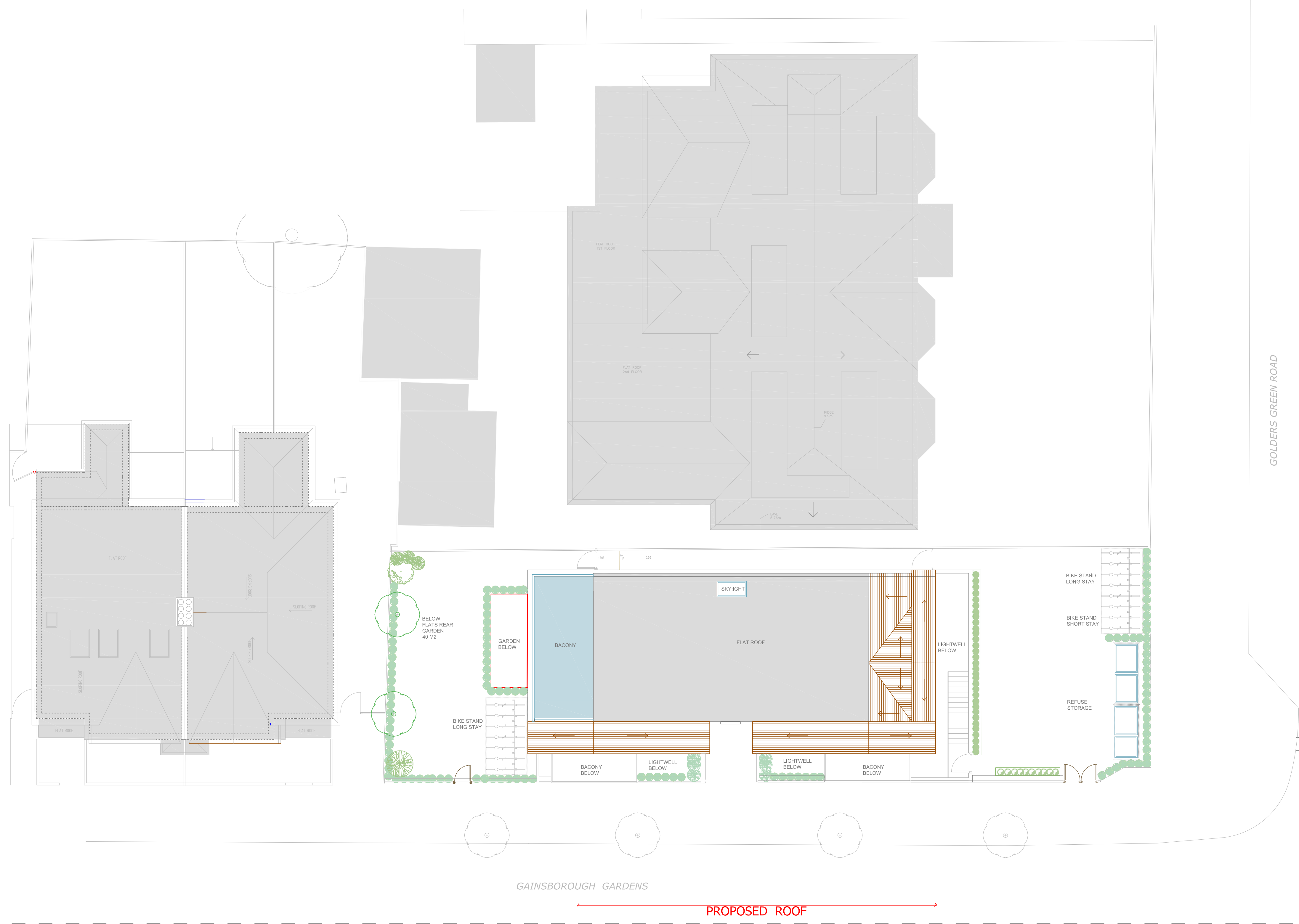
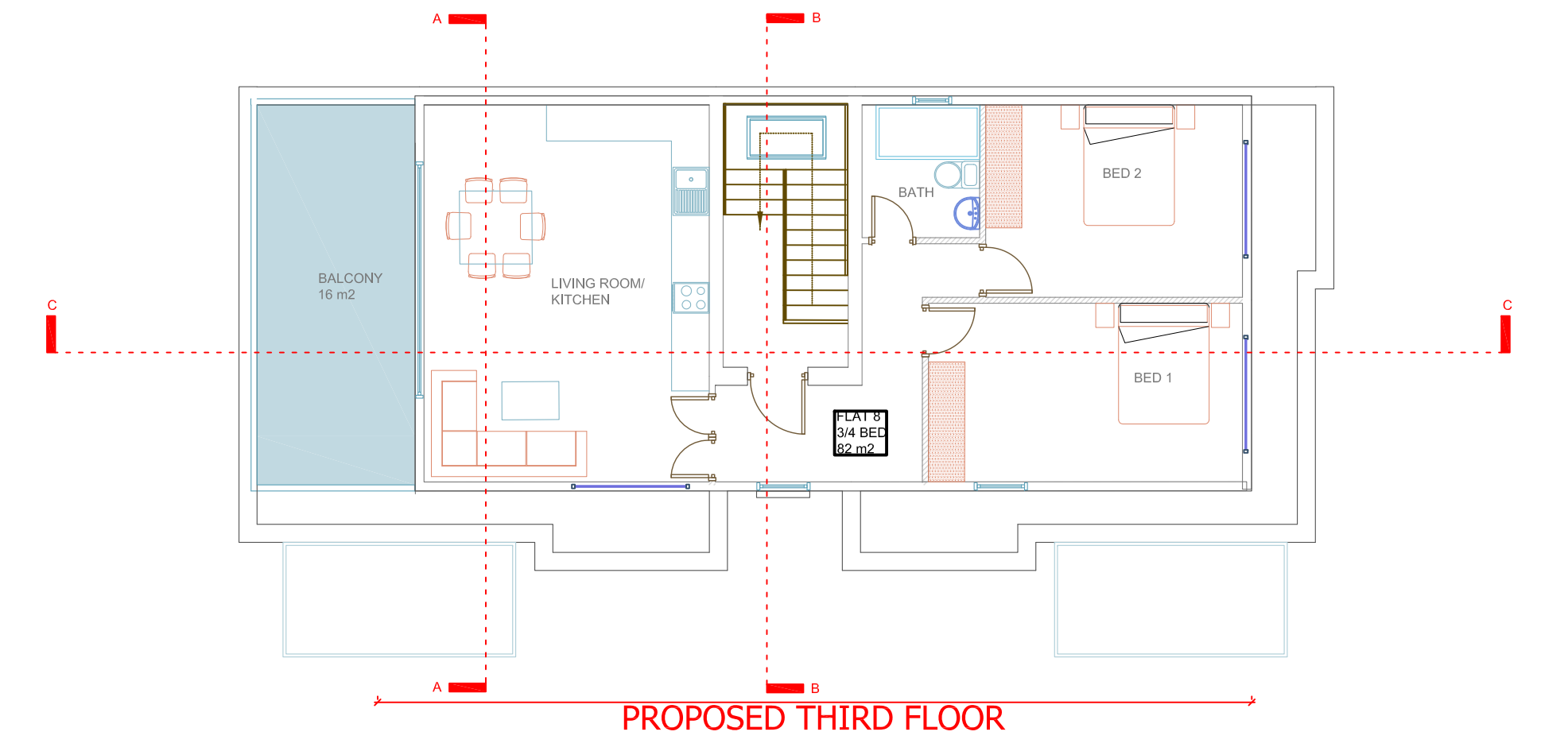
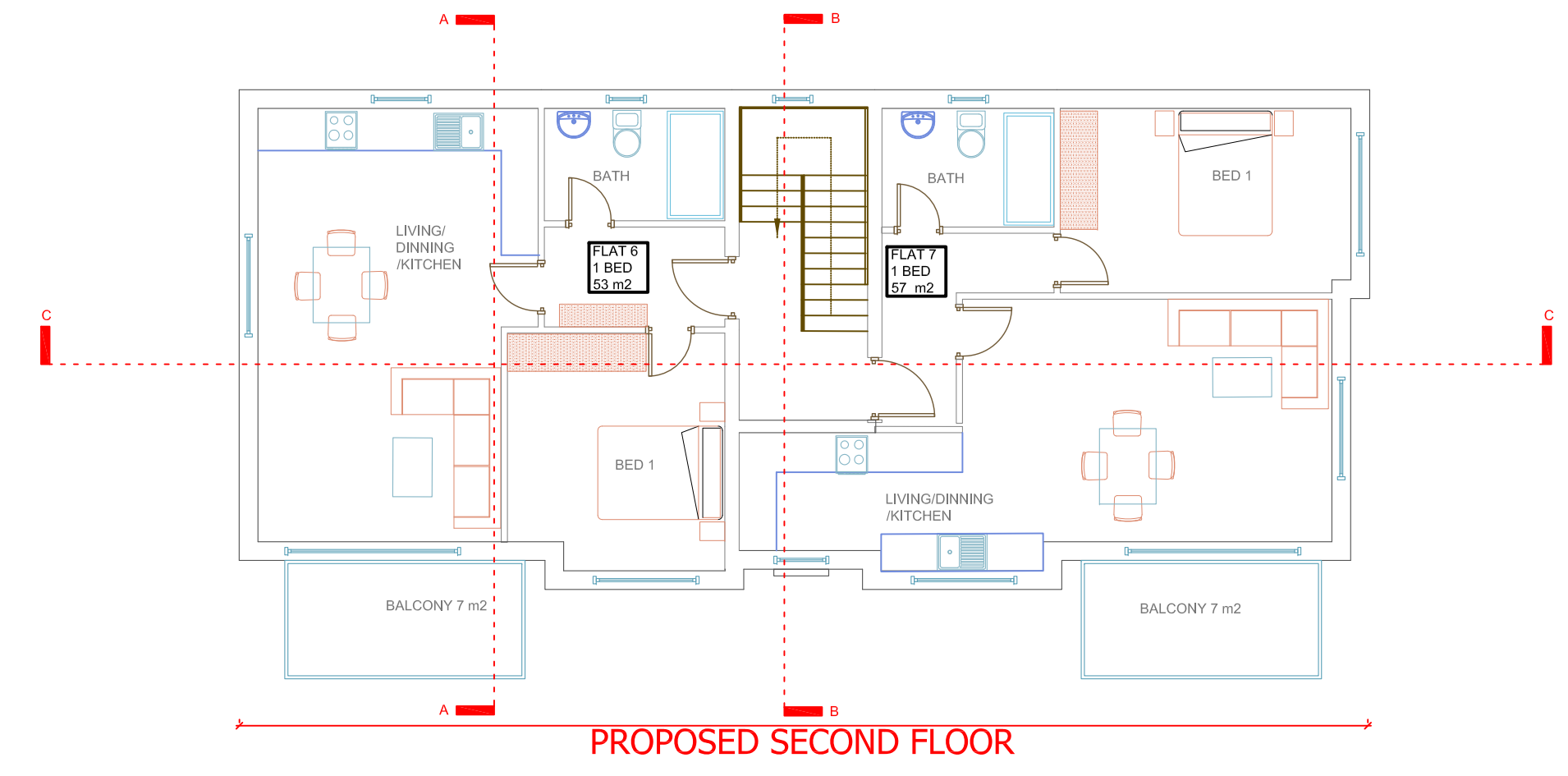
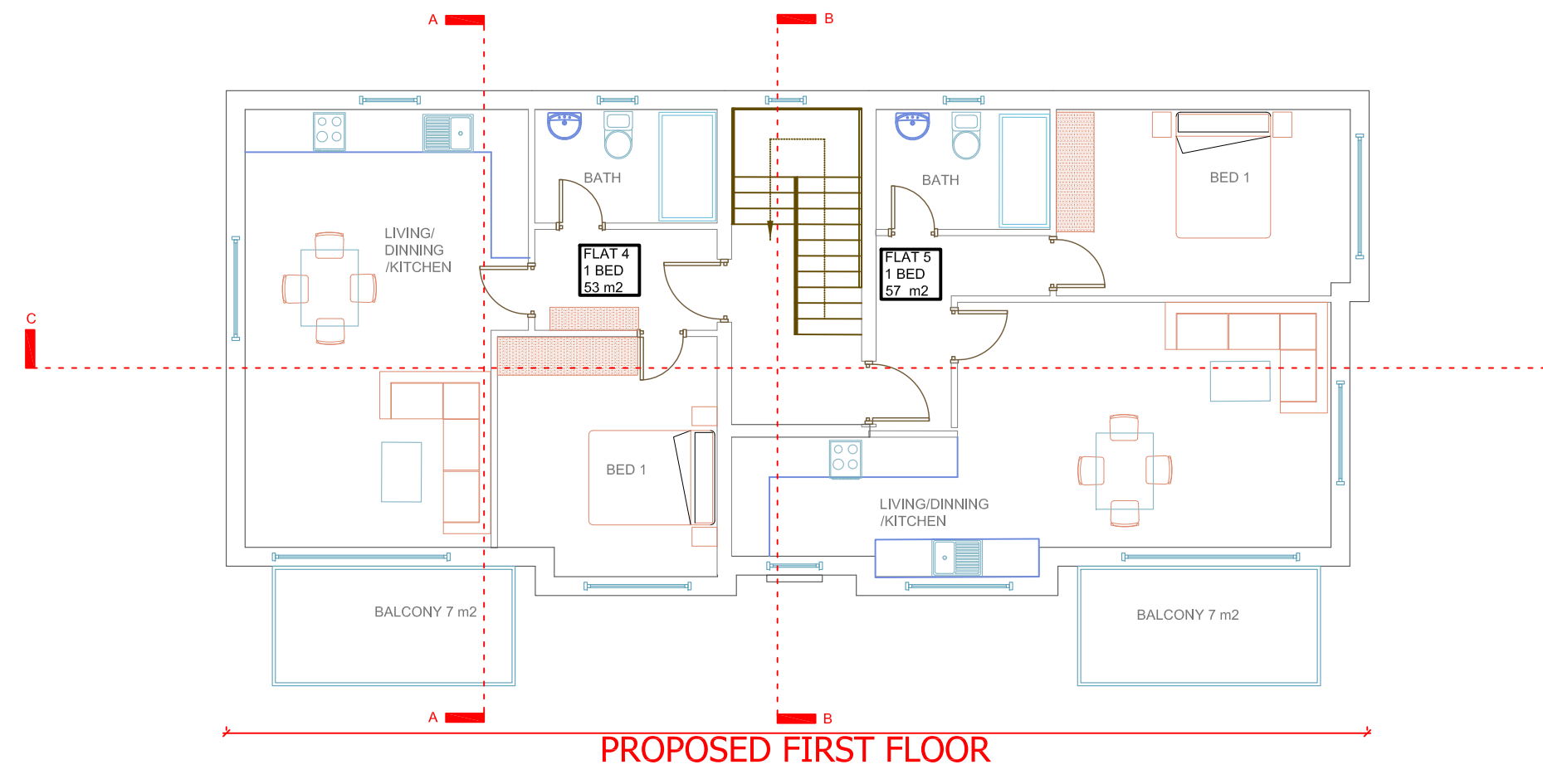
GOLDERS GREEN ROAD

GAINSBOROUGH GARDENS

NO	DATE	PLANNING APPLICATION		
		CLIENT:	DAVID KOHALI	
		JOB:	145 GOLDERS GREEN ROAD	
		DRAWING:	PROPOSED GROUND FLOOR	
		DRAW NO	SCALE	DATE
		1579-2	A1 1:100	JULY 2023
		STATUS	ISSUED TO	DATE

PERCEPTIONS
ARCHITECTURAL
AND DESIGN SERVICES
telephone
+44(0)208201 9818
cell phone
+44(0)7950403547



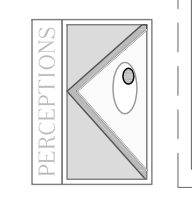


GOLDERS GREEN ROAD

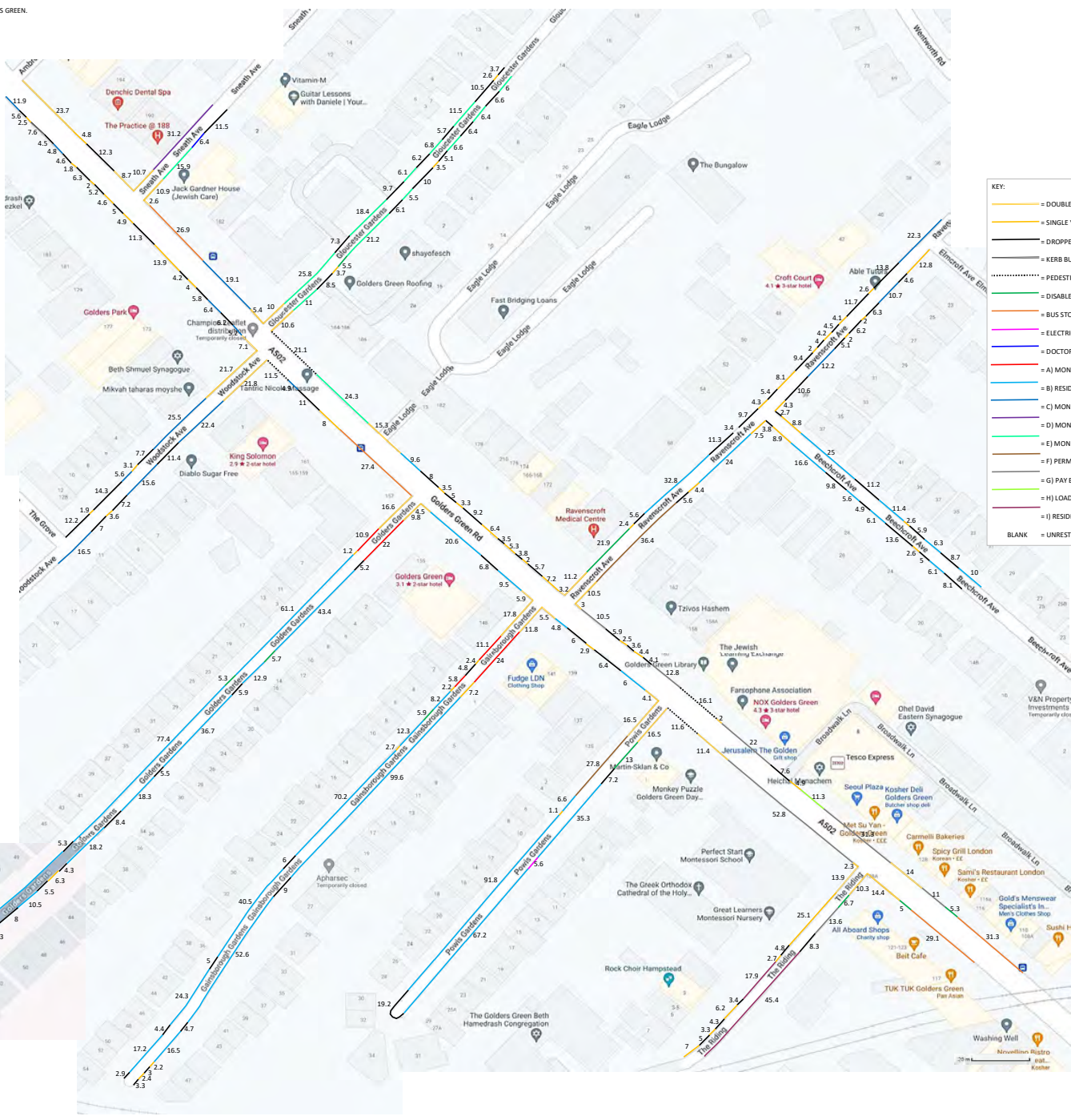
GAINSBOROUGH GARDENS

NO	DATE	DESCRIPTION
0		PLANNING APPLICATION
1		CLIENT: DAVID KOHALU
2		JOB: 145 GOLDERS GREEN ROAD
		DRAWING: PROPOSED FIRST - SECOND-THIRD FLOORS ROOF
		DRAW NO: 1579-3
		SCALE: A1 1:100
		DATE: JULY 2023
		STATUS: ISSUED TO
		DATE:

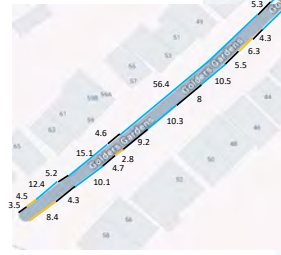
PERCEPTIONS ARCHITECTURAL AND DESIGN SERVICES
 Telephone: +44(0)20501 9818
 Cell phone: +44(0)7950403547



PARKING SURVEY



- KEY:
- = DOUBLE YELLOW LINE
 - = SINGLE YELLOW LINE
 - = DROPPED KERB
 - = KERB BUILT OUT
 - = PEDESTRIAN CROSSING
 - = DISABLED BAY
 - = BUS STOP
 - = ELECTRIC VEHICLES ONLY
 - = DOCTORS PERMIT, 0800 - 2000, MON - SUN
 - = A) MON - SAT, 0800 - 1830, SUN 0930 - 1830, PERMIT HOLDER / PAY BY PHONE
 - = B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830
 - = C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS
 - = D) MON - FRI, 0830 - 1730, PAY BY PHONE, MAX 90 MINUTES
 - = E) MON - FRI, 1100 - 1200, 1400 - 1500, RESIDENT PERMIT HOLDER
 - = F) PERMIT HOLDER / PAY BY PHONE, MON-SAT 0800 - 1830, SUN, 1330 - 1830
 - = G) PAY BY PHONE, MAX 2 HOURS, MON - SAT, 0900 - 1730, SUN, 1330 - 1730
 - = H) LOAD, MON - SAT 0800 - 1000, 1600 - 1830, SUN 0930, 1100, 1600 - 1830, 15 MINUTES, NO RETURN WITHIN 1 HOUR, MON - SAT 1000 - 1600, SUN, 1100 - 1600
 - = I) RESIDENT PERMIT HOLDER, MON - SAT, 0900 - 1830, SUN, 0930 - 1830
 - = UNRESTRICTED



K&M TRAFFIC SURVEYS

DATE: 15th & 16th NOVEMBER 2023

DAY: WEDNESDAY & THURSDAY

LOCATION: 147 GOLDERS GREEN RD, GOLDERS GREEN.

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	WEDNESDAY 15th NOVEMBER 2023			THURSDAY 16th NOVEMBER 2023			
					TIME : 0400			TIME : 0345			
					PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	
GOLDERS GARDEN	1	DOUBLE YELLOW LINE	9.8								
		A) MON - SAT, 0800 - 1830, SUN 0930 - 1830, PERMIT HOLDER / PAY BY PHONE	22	4	1	2	33.3%	0	4	0.0%	
		DROPPED KERB	61								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	160.4	29	21	5	80.8%	20	6	76.9%	
		DISABLED BAY	5.7	1	0	1	0.0%	0	1	0.0%	
	2	SINGLE YELLOW LINE	17.5								
		DROPPED KERB	18.6								
		SINGLE YELLOW LINE	5.7								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	222.4	43	33	6	84.6%	35	5	87.5%	
		DISABLED BAY	5.3	1	1	0	100.0%	1	0	100.0%	
GOLDERS GREEN ROAD	3	A) MON - SAT, 0800 - 1830, SUN 0930 - 1830, PERMIT HOLDER / PAY BY PHONE	10.9	2	0	2	0.0%	0	2	0.0%	
		DOUBLE YELLOW LINE	16.6								
		BUS STOP	27.4								
		SINGLE YELLOW LINE	8								
		DROPPED KERB	11								
	4	C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	4.9	1	0	1	0.0%	0	1	0.0%	
		PEDESTRIAN CROSSING	11.5								
		DOUBLE YELLOW LINE	21.8								
		C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	54.5	10	5	4	55.6%	5	4	55.6%	
		DROPPED KERB	25.6								
WOODSTOCK AVENUE	5	SINGLE YELLOW LINE	3.6								
		DROPPED KERB	34.2								
		SINGLE YELLOW LINE	5								
		C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	31.1	6	1	4	20.0%	1	5	16.7%	
		DOUBLE YELLOW LINE	21.7								
	GOLDERS GREEN ROAD	6	DOUBLE YELLOW LINE	7.1							
			C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	28.3	5	2	3	40.0%	4	1	80.0%
			DROPPED KERB	58.7							
			SINGLE YELLOW LINE	33.7		4					
			KERB BUILT OUT	7.6							
7		DOUBLE YELLOW LINE	32.4								
		SINGLE YELLOW LINE	4.8								
		DROPPED KERB	12.3								
		DOUBLE YELLOW LINE	10.7								
		D) MON - FRI, 0830 - 1730, PAY BY PHONE, MAX 90 MINUTES	31.2	6	1	4	20.0%	0	6	0.0%	
SNEATH AVENUE	8	DROPPED KERB	11.5								
		DOCTORS PERMIT, 0800 - 2000, MON - SUN	6.4	1	0	1	0.0%	0	1	0.0%	
		E) MON - FRI, 1100 - 1200, 1400 - 1500, RESIDENT PERMIT HOLDER	15.9	3	2	1	66.7%	3	0	100.0%	
		DOUBLE YELLOW LINE	10.9								
		DOUBLE YELLOW LINE	8								
	9	BUS STOP	26.9								
		C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	19.1	3	2	1	66.7%	2	1	66.7%	
		DOUBLE YELLOW LINE	10		1						
		E) MON - FRI, 1100 - 1200, 1400 - 1500, RESIDENT PERMIT HOLDER	68.6	12	12	0	100.0%	12	0	100.0%	
		DROPPED KERB	43.1		3			1			
GLOUCESTERS GARDENS	11	SINGLE YELLOW LINE	2.6								
		E) MON - FRI, 1100 - 1200, 1400 - 1500, RESIDENT PERMIT HOLDER	56.7	10	10	0	100.0%	10	0	100.0%	
		DROPPED KERB	42.7		1			1			
		SINGLE YELLOW LINE	7.2		1			1			
		DISABLED BAY	5.5	1	0	1	0.0%	0	1	0.0%	
	12	DOUBLE YELLOW LINE	10.6								
		PEDESTRIAN CROSSING	21.1								
		C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	24.3	4	4	1	80.0%	3	1	75.0%	
		DOUBLE YELLOW LINE	18.5								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	9.6	1	0	1	0.0%	0	1	0.0%	
GOLDENS GREEN ROAD	13	DROPPED KERB	35.2								
		SINGLE YELLOW LINE	27.7								
		DOUBLE YELLOW LINE	11.2								
		DISABLED BAY	21.9	4	2	2	50.0%	0	4	0.0%	
		SINGLE YELLOW LINE	27.7		1			2			
	14	DROPPED KERB	75.4								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	32.8	6	3	3	50.0%	3	2	60.0%	
		UNRESTRICTED	3.4								
		C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	22.3	4	2	1	66.7%	1	3	25.0%	
		SINGLE YELLOW LINE	21.1								
RAVENSCROFT AVENUE	15	DROPPED KERB	32.8								
		C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS	22.9	4	3	1	75.0%	2	2	50.0%	
		DROPPED KERB	28.5								
		SINGLE YELLOW LINE	11.4								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	52.7	10	5	4	55.6%	5	4	55.6%	
	16	DROPPED KERB	45.2								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	34.4	6	4	2	66.7%	4	2	66.7%	
		SINGLE YELLOW LINE	11.5								
		SINGLE YELLOW LINE	11.9								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	24	4	2	2	50.0%	2	2	50.0%	
RAVENSCROFT AVENUE	17	DROPPED KERB	5.6								
		F) PERMIT HOLDER / PAY BY PHONE, MON - SAT 0800 - 1830, SUN, 1330 - 1830	36.4	7	2	4	33.3%	1	5	16.7%	
		DOUBLE YELLOW LINE	10.5								
		DOUBLE YELLOW LINE	19								
		G) PAY BY PHONE, MAX 2 HOURS, MON - SAT, 0900 - 1730, SUN, 1330 - 1730	87.6	16	1	15	6.3%	0	16	0.0%	
	18	DROPPED KERB	21.2								
		SINGLE YELLOW LINE	11.8								
		PEDESTRIAN CROSSING	16.1								
		H) LOAD, MON - SAT 0800 - 1000, 1600 - 1830, SUN 0930, 1100, 1600 - 1830, 15 MINUTES, NO RETURN WITHIN 1 HOUR, MON - SAT 1000 - 1600, SUN, 1100 - 1600	11.3	2	0	2	0.0%	0	2	0.0%	
		DISABLED BAY	5.3	1	0	1	0.0%	0	1	0.0%	
GOLDENS GREEN ROAD	19	BUS STOP	31.3								
		BUS STOP	29.1								
		DISABLED BAY	5	1	0	1	0.0%	0	1	0.0%	
		DOUBLE YELLOW LINE	14.4								
		DOUBLE YELLOW LINE	10.3								
	20	DISABLED BAY	6.7	1	0	1	0.0%	0	1	0.0%	
		G) PAY BY PHONE, MAX 2 HOURS, MON - SAT, 0900 - 1730, SUN, 1330 - 1730	13.6	2	1	1	50.0%	0	2	0.0%	
		DROPPED KERB	8.3								
		I) RESIDENT PERMIT HOLDER, MON - SAT, 0900 - 1830, SUN, 0930 - 1830	45.4	9	3	5	37.5%	5	3	62.5%	
		SINGLE YELLOW LINE	44.3								
21	DROPPED KERB	17.5									
	J) RESIDENT PERMIT HOLDER, MON - SAT, 0900 - 1830, SUN, 0930 - 1830	17.9	3	2	1	66.7%	2	1	66.7%		
	DOUBLE YELLOW LINE	13.9									
	DOUBLE YELLOW LINE	13.7									
	G) PAY BY PHONE, MAX 2 HOURS, MON - SAT, 0900 - 1730, SUN, 1330 - 1730	52.8	10	1	8	11.1%	1	8	11.1%		
GOLDENS GREEN ROAD	22	PEDESTRIAN CROSSING	11.6								
		DOUBLE YELLOW LINE	16.5								
		DISABLED BAY	13	2	0	2	0.0%	1	1	50.0%	
		DROPPED KERB	26.4								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	102.5	20	14	3	82.4%	12	5	70.6%	
	23	ELECTRIC VEHICLES ONLY	5.6	1	1	0	100.0%	1	0	100.0%	
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	98.4	19	15	0	100.0%	14	1	93.3%	
		SINGLE YELLOW LINE	1.1								
		F) PERMIT HOLDER / PAY BY PHONE, MON - SAT 0800 - 1830, SUN, 1330 - 1830	27.8	5	1	4	20.0%	2	3	40.0%	
		DOUBLE YELLOW LINE	16.5								
POWLS GARDENS	24	DOUBLE YELLOW LINE	9.6								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	10.8	2	1	1	50.0%	1	1	50.0%	
		DROPPED KERB	12.4								
		SINGLE YELLOW LINE	2.9								
		DOUBLE YELLOW LINE	11.8								
	25	A) MON - SAT, 0800 - 1830, SUN 0930 - 1830, PERMIT HOLDER / PAY BY PHONE	24	4	2	2	50.0%	2	2	50.0%	
		SINGLE YELLOW LINE	11.8								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	168.7	32	26	1	96.3%	26	1	96.3%	
		DROPPED KERB	20								
		DROPPED KERB	23.1								
26	B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	172.7	32	20	8	71.4%	23	5	82.1%		
	SINGLE YELLOW LINE	7.3									
	DISABLED BAY	5.9	1	0	1	0.0%	0	1	0.0%		
	A) MON - SAT, 0800 - 1830, SUN 0930 - 1830, PERMIT HOLDER / PAY BY PHONE	16.9	3	1	2	33.3%	1	2	33.3%		
	DOUBLE YELLOW LINE	17.8									
GAINSBOROUGH GARDENS	27	DOUBLE YELLOW LINE	10.4								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	30.1	5	3	2	60.0%	1	4	20.0%	
		DROPPED KERB	6.8								
		DOUBLE YELLOW LINE	10.4								
		B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830	30.1	5	3	2	60.0%	1	4	20.0%	

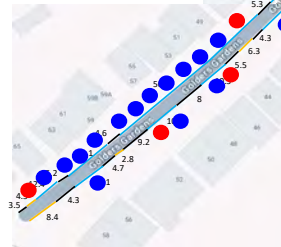
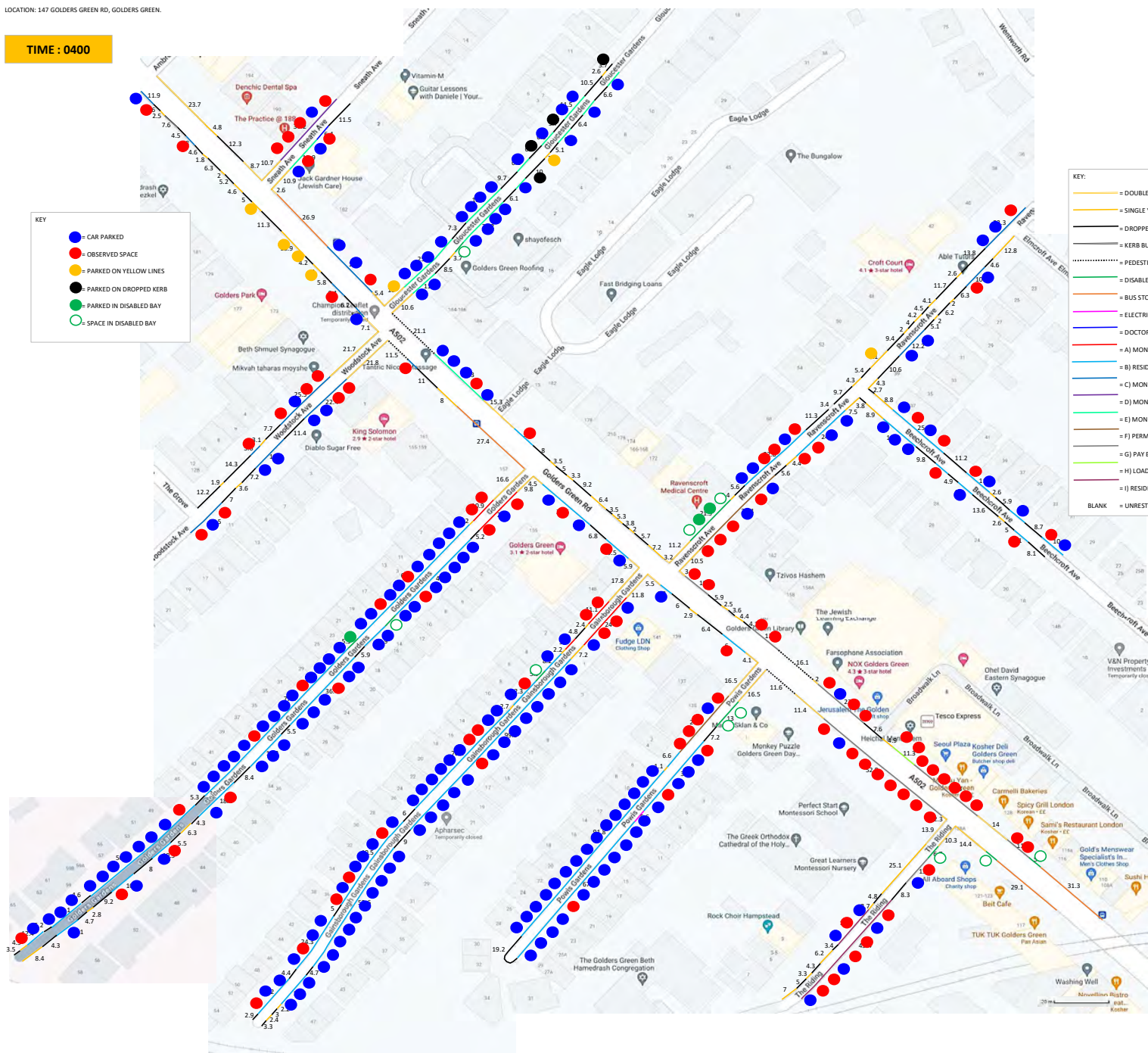
TIME : 0400

KEY

- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

KEY:

- = DOUBLE YELLOW LINE
- = SINGLE YELLOW LINE
- = DROPPED KERB
- = KERB BUILT OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = BUS STOP
- = ELECTRIC VEHICLES ONLY
- = DOCTORS PERMIT, 0800 - 2000, MON - SUN
- = A) MON - SAT, 0800 - 1830, SUN 0930 - 1830, PERMIT HOLDER / PAY BY PHONE
- = B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830
- = C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS
- = D) MON - FRI, 0830 - 1730, PAY BY PHONE, MAX 90 MINUTES
- = E) MON - FRI, 1100 - 1200, 1400 - 1500, RESIDENT PERMIT HOLDER
- = F) PERMIT HOLDER / PAY BY PHONE, MON-SAT 0800 - 1830, SUN, 1330 - 1830
- = G) PAY BY PHONE, MAX 2 HOURS, MON - SAT, 0900 - 1730, SUN, 1330 - 1730
- = H) LOAD, MON - SAT 0800 - 1000, 1600 - 1830, SUN 0930, 1100, 1600 - 1830, 15 MINUTES, NO RETURN WITHIN 1 HOUR, MON - SAT 1000 - 1600, SUN, 1100 - 1600
- = I) RESIDENT PERMIT HOLDER, MON - SAT, 0900 - 1830, SUN, 0930 - 1830
- = UNRESTRICTED



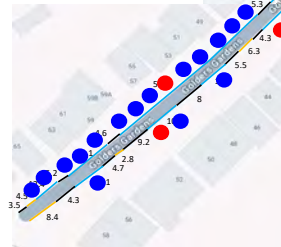
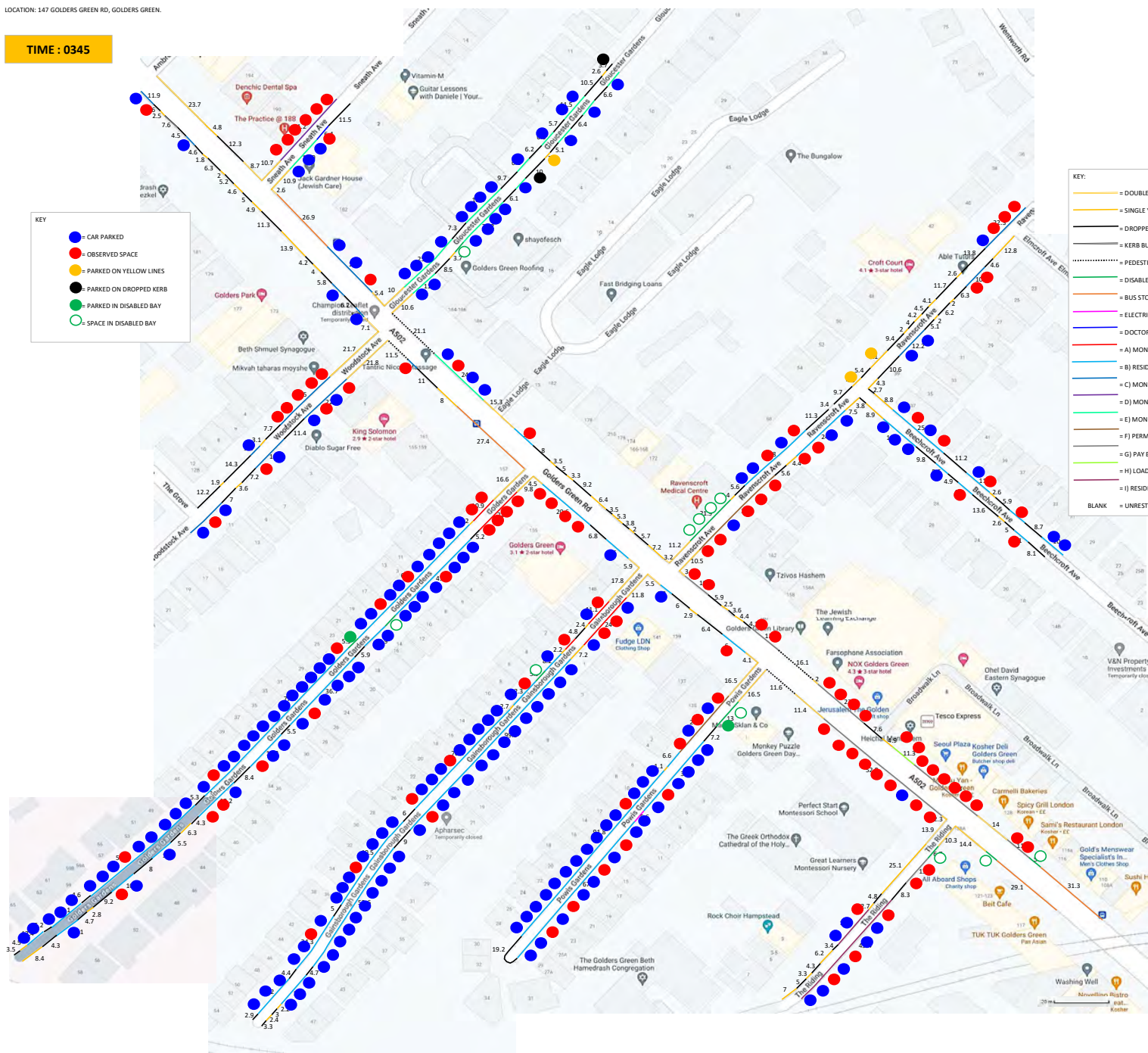
TIME : 0345

KEY

- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

KEY:

- = DOUBLE YELLOW LINE
- = SINGLE YELLOW LINE
- = DROPPED KERB
- = KERB BUILT OUT
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = BUS STOP
- = ELECTRIC VEHICLES ONLY
- = DOCTORS PERMIT, 0800 - 2000, MON - SUN
- = A) MON - SAT, 0800 - 1830, SUN 0930 - 1830, PERMIT HOLDER / PAY BY PHONE
- = B) RESIDENT PERMIT HOLDERS, MON - SAT, 0800 - 1830, SUN, 0930 - 1830
- = C) MON - FRI, 1100 - 1200, RESIDENT PERMIT HOLDERS
- = D) MON - FRI, 0830 - 1730, PAY BY PHONE, MAX 90 MINUTES
- = E) MON - FRI, 1100 - 1200, 1400 - 1500, RESIDENT PERMIT HOLDER
- = F) PERMIT HOLDER / PAY BY PHONE, MON-SAT 0800 - 1830, SUN, 1330 - 1830
- = G) PAY BY PHONE, MAX 2 HOURS, MON - SAT, 0900 - 1730, SUN, 1330 - 1730
- = H) LOAD, MON - SAT 0800 - 1000, 1600 - 1830, SUN 0930, 1100, 1600 - 1830, 15 MINUTES, NO RETURN WITHIN 1 HOUR, MON - SAT 1000 - 1600, SUN, 1100 - 1600
- = I) RESIDENT PERMIT HOLDER, MON - SAT, 0900 - 1830, SUN, 0930 - 1830
- = UNRESTRICTED



PROPOSED TRICS: FLATS (PRIVATELY OWNED)

Calculation Reference: AUDIT-733701-231207-1223

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	
	BE BEXLEY	1 days
	HG HARINGEY	1 days
	KN KENSINGTON AND CHELSEA	1 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: 30 to 97 (units:)
Range Selected by User: 6 to 100 (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: 01/01/08 to 09/06/22

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:

Tuesday 1 days
Wednesday 2 days
Friday 1 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 4

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 12 days - Selected
Servicing vehicles Excluded 10 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
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:

0.6 to 1.0	4 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	4 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:

3 Moderate	1 days
4 Good	1 days
5 Very Good	2 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>19/09/18</i>	<i>Survey Type: MANUAL</i>
2	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK	BLOCK OF FLATS		HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>01/10/14</i>	<i>Survey Type: MANUAL</i>
3	KN-03-C-03 ALLEN STREET KENSINGTON	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	Edge of Town Centre Residential Zone Total No of Dwellings:		72	
	<i>Survey date: FRIDAY</i>		<i>11/05/12</i>	<i>Survey Type: MANUAL</i>
4	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	<i>Survey date: TUESDAY</i>		<i>05/11/19</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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-02	covid
WF-03-C-04	covid
WF-03-C-05	covid

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): 4.24

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	4	70	0.022	4	70	0.072	4	70	0.094
08:00 - 09:00	4	70	0.029	4	70	0.112	4	70	0.141
09:00 - 10:00	4	70	0.018	4	70	0.036	4	70	0.054
10:00 - 11:00	4	70	0.058	4	70	0.047	4	70	0.105
11:00 - 12:00	4	70	0.047	4	70	0.058	4	70	0.105
12:00 - 13:00	4	70	0.040	4	70	0.040	4	70	0.080
13:00 - 14:00	4	70	0.050	4	70	0.061	4	70	0.111
14:00 - 15:00	4	70	0.040	4	70	0.040	4	70	0.080
15:00 - 16:00	4	70	0.079	4	70	0.054	4	70	0.133
16:00 - 17:00	4	70	0.068	4	70	0.047	4	70	0.115
17:00 - 18:00	4	70	0.126	4	70	0.083	4	70	0.209
18:00 - 19:00	4	70	0.061	4	70	0.054	4	70	0.115
19:00 - 20:00	2	88	0.097	2	88	0.057	2	88	0.154
20:00 - 21:00	2	88	0.045	2	88	0.040	2	88	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.780			0.801			1.581

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:	30 - 97 (units:)
Survey date range:	01/01/08 - 09/06/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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 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	4	70	0.000	4	70	0.000	4	70	0.000
08:00 - 09:00	4	70	0.000	4	70	0.000	4	70	0.000
09:00 - 10:00	4	70	0.004	4	70	0.004	4	70	0.008
10:00 - 11:00	4	70	0.000	4	70	0.000	4	70	0.000
11:00 - 12:00	4	70	0.000	4	70	0.000	4	70	0.000
12:00 - 13:00	4	70	0.000	4	70	0.000	4	70	0.000
13:00 - 14:00	4	70	0.000	4	70	0.000	4	70	0.000
14:00 - 15:00	4	70	0.000	4	70	0.000	4	70	0.000
15:00 - 16:00	4	70	0.000	4	70	0.000	4	70	0.000
16:00 - 17:00	4	70	0.007	4	70	0.004	4	70	0.011
17:00 - 18:00	4	70	0.000	4	70	0.004	4	70	0.004
18:00 - 19:00	4	70	0.004	4	70	0.004	4	70	0.008
19:00 - 20:00	2	88	0.000	2	88	0.000	2	88	0.000
20:00 - 21:00	2	88	0.000	2	88	0.000	2	88	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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	4	70	0.025	4	70	0.079	4	70	0.104
08:00 - 09:00	4	70	0.040	4	70	0.201	4	70	0.241
09:00 - 10:00	4	70	0.025	4	70	0.086	4	70	0.111
10:00 - 11:00	4	70	0.047	4	70	0.076	4	70	0.123
11:00 - 12:00	4	70	0.061	4	70	0.068	4	70	0.129
12:00 - 13:00	4	70	0.061	4	70	0.032	4	70	0.093
13:00 - 14:00	4	70	0.061	4	70	0.061	4	70	0.122
14:00 - 15:00	4	70	0.065	4	70	0.047	4	70	0.112
15:00 - 16:00	4	70	0.173	4	70	0.065	4	70	0.238
16:00 - 17:00	4	70	0.090	4	70	0.072	4	70	0.162
17:00 - 18:00	4	70	0.137	4	70	0.104	4	70	0.241
18:00 - 19:00	4	70	0.115	4	70	0.086	4	70	0.201
19:00 - 20:00	2	88	0.148	2	88	0.063	2	88	0.210
20:00 - 21:00	2	88	0.080	2	88	0.045	2	88	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.128			1.084			2.212

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	4	70	0.011	4	70	0.162	4	70	0.173
08:00 - 09:00	4	70	0.025	4	70	0.266	4	70	0.291
09:00 - 10:00	4	70	0.032	4	70	0.101	4	70	0.133
10:00 - 11:00	4	70	0.050	4	70	0.068	4	70	0.118
11:00 - 12:00	4	70	0.043	4	70	0.047	4	70	0.090
12:00 - 13:00	4	70	0.043	4	70	0.022	4	70	0.065
13:00 - 14:00	4	70	0.032	4	70	0.061	4	70	0.093
14:00 - 15:00	4	70	0.040	4	70	0.036	4	70	0.076
15:00 - 16:00	4	70	0.147	4	70	0.050	4	70	0.197
16:00 - 17:00	4	70	0.112	4	70	0.061	4	70	0.173
17:00 - 18:00	4	70	0.151	4	70	0.076	4	70	0.227
18:00 - 19:00	4	70	0.248	4	70	0.097	4	70	0.345
19:00 - 20:00	2	88	0.182	2	88	0.057	2	88	0.239
20:00 - 21:00	2	88	0.085	2	88	0.023	2	88	0.108
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.201			1.127			2.328

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.