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81 Belsize Park Gardens

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Transport Assessment

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Rev E	Minor amendments	16/08/23	WH	SB
Rev F	Updated trip assessment	01/12/23	WH	SB

CONTENTS

1.0 INTRODUCTION

1.1 Robert West was appointed by Dukes Education to provide transport planning and highways advice in relation to the proposed relocation of Hampstead Fine Arts Academy (HFAC) into a newly refurbished building at 81 Belsize Park Gardens within the London Borough of Camden (LBC).

1.2 HFAC is a college for students aged 13 to 19 years and is part of Dukes Education. The main campus is currently located at 41-43 England's Lane. The secondary campus is located at the ground floor of 81b Belsize Park Gardens, 24 Lambolle Place and Lancaster Stables. There are currently 230 students and 40 full time equivalent (FTE) staff across both sites. It is noted HFAC currently has capacity for 240 students across both sites.

1.3 The proposed site is located at 81 Belsize Park Gardens, Camden, NW3 4NJ, located adjacent to the existing secondary campus and is illustrated in Figure 1.1

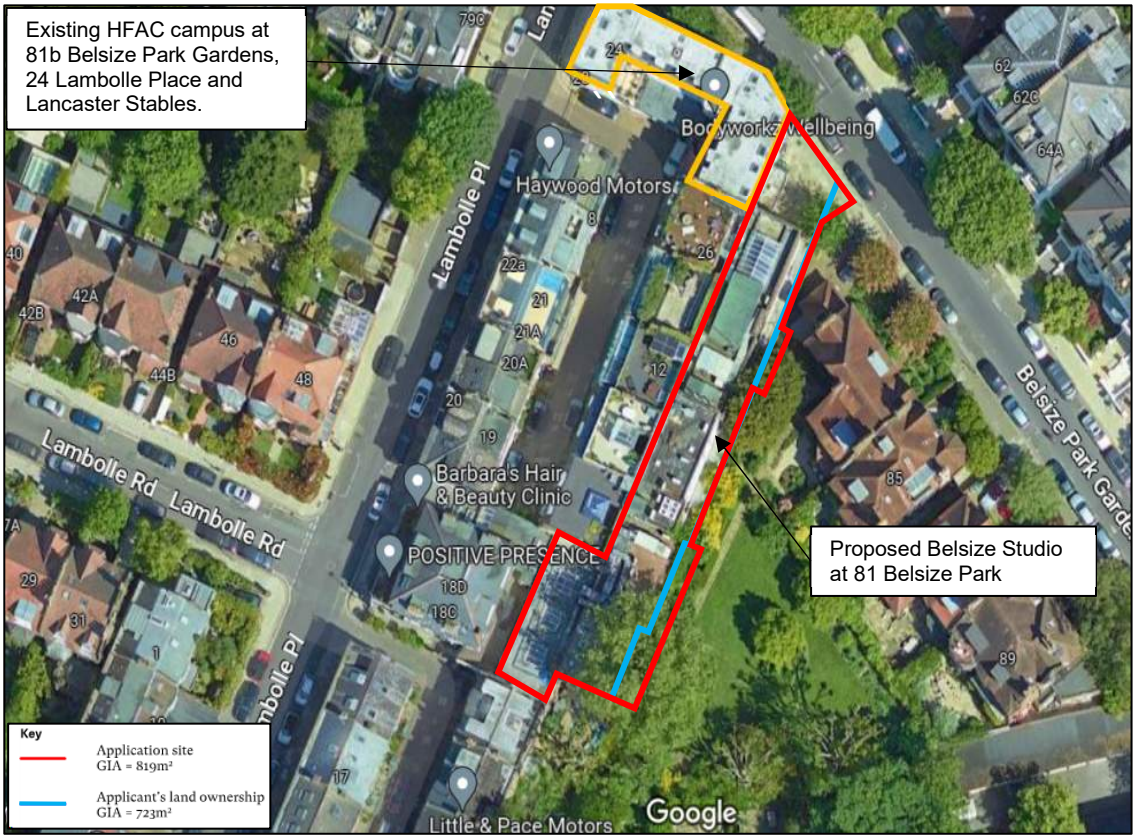

Figure 1.1: Existing and proposed site location

1.4 The site is located in a residential area within the Belsize Park Conservation Area. The site is bounded by a residential mews known as Lancaster Stables to the west, residential properties on the east, open green spaces to south and Belsize Park Gardens to the north. The site is located within a controlled parking zone (CPZ) (CA-B Belsize) with parking restricted for permit holders between Monday to Friday, 09:00 to 18:30 and Saturday, 09:30 to 13:30 or pay and display

maximum stay four hours.

1.5 The site comprises a disused four storey building (1441 sqm) previously occupied by SpringHealth Leisure Club (Class E). The leisure club officially ceased to operate from the site in February 2017 and the site has been vacant since then.

Background

1.6 Pre-application advice was issued via letter (ref:2018/0972/PRE) on 12th April 2018 outlining requirements for proposals to change the use of the site from a leisure club (Class E) to a school (Class F1) at 81 Belsize Park Gardens (the site) and also a change in use from education use to two flats (Class C3) at 81b Belsize Park Gardens/ 24 Lambolle Place. The current proposals are only related to 81 Belsize Park Gardens (the site), however, the advice for change in use from leisure club (Class E) to school (Class F1) from the pre-application letter is considered relevant for current proposals.

Development proposals

1.7 The development proposals comprise refurbishment and change in use of the existing four storey building (1441 sqm) at 81 Belsize Park Gardens (the site) from leisure club (Class E) to education use (Class F1) to be known as Belsize Studio.

1.8 Proposals include the relocation and expansion of existing HFAC operations at 81b Belsize Park Gardens, Lambolle Place and Lancaster Stables to the adjacent 81 Belsize Park Gardens. Belsize Studio will provide an on-site café for staff and students only. The college will continue to use the HFAC campus on 41- 43 England's Lane. Pupil numbers at the England's Lane campus will remain broadly at the same capacity as existing. Currently there is capacity for 180 pupils and following the opening of 81 Belsize Park Gardens this building will have capacity for up to 200 pupils. This very modest increase in pupil numbers at the England's Lane campus has not been assessed as part of this assessment.

1.9 The proposed Belsize studio will have a capacity for 200 Students and 30 FTE staff by 2025, including 55 students and nine FTE staff to be relocated from 81b Belsize Park Gardens. Development proposals will result in a net increase of 145 Students and 21 FTE staff at the Belsize Studio campus. Students at the proposed Belsize Studio will range from ages 13 to 19 years. Belsize Studio will also accommodate a sixth form centre primarily used by users aged from 16 to 19 years. The students are expected to travel to site independently. The proposed Belsize studio is a car free development. Site plans are attached at Appendix A.

1.10 Properties at 81b Belsize Park Gardens, 24 Lambolle Place and Lancaster Stables will cease to be used by HFAC and will be redeveloped for alternative uses as part of separate planning applications.

Purpose of the report

1.11 This Transport Assessment (TA) reviews the existing transport and highway conditions in the vicinity of the site and the surrounding area, identifying any transport and highway impacts resultant of the development proposals. The TA determines whether the proposal would have a material impact on the local highway network and outlines any mitigation measures necessary to address the impacts identified.

1.12 This TA has been prepared in accordance with guidance on Transport Assessment published by LBC in January 2021 and pre-application advice letter issued by LBC on 12th April 2018. The TA will support the planning application for the development as well as the BREEAM assessment for the project.

Report structure

1.13 Following this introduction, the remainder of this report is structured as follows:

i. Section 2.0 outlines the policy context for the development proposals.

ii. Section 3.0 describes the existing site context, including accessibility by all non-car modes of transport.

iii. Section 4.0 provides a description of the local highway network, review of accident history within the vicinity of the site and site visit observations.

iv. Section 5.0 summaries the Active Travel Zone (ATZ) assessment.

v. Section 6.0 provides a description of the Belsize Studio proposals at the site.

vi. Section 7.0 presents the outcome of a trip generation exercise undertaken for the development proposals.

vii. Section 8.0 discusses the transport impacts arising from the proposed development. Transport impacts within the site boundary and on the local highway network have been considered.

viii. Section 9.0 summarises the mitigation measures that will be implemented to address the transport impacts arising from the development proposals.

ix. Section 10.0 outlines the conclusions of this report.

2.0 POLICY CONTEXT

2.1 This section considers relevant transport and planning policy for the application.

i. National Planning Policy Framework (NPPF) (2021).

ii. London Plan (2021).

iii. Mayor's Transport Strategy (2018).

iv. London Borough of Camden Local Plan 2016-2031 (2017).

v. Camden Planning Guidance for Transport (2021).

NPPF (2021)

2.2 The NPPF was first published by the Ministry of Housing, Communities and Local Government in February 2012 and has most recently been revised in July 2021. The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

2.3 The following sections of the NPPF have been considered in the production of this document:

i. Paragraph 104: addressing the potential impacts of developments on transport networks should be considered from the earliest stage of plan-making. This includes identifying and pursuing opportunities to promote walking, cycling, and public transport use.

ii. Paragraph 111: states 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.

iii. Paragraph 112: identifies that opportunities should be taken to promote measures to maximise the uptake of sustainable transport modes at developments. Specific reference is made to prioritising pedestrian and cycle movements and encouraging public transport use.

iv. Paragraph 113: identifies the need to produce Transport Statements or Transport Assessments and Travel Plans where significant movements will be generated by a development.

The London Plan (2021)

2.4 The London Plan is the overall strategic plan for London that sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. It forms part of the development plan for Greater London. London boroughs' local plans are required to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

2.5 Chapter 10 of the London Plan provides the policy and guidance relative to London Transport strategy.

2.6 Policy T1 – Strategic approach to transport – states:

> *"Development Plans should support and development proposals should facilitate 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

> *"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."*

2.7 Policy T4 – Assessing and mitigating transport impacts - states:

> *"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
>
> *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 in accordance with relevant 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 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 will 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 taken into account and mitigated.*

Development proposals should not increase road danger".

2.8 The London Plan sets out car and cycle parking standards for London in Policy T5, which states:

"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

a. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

b. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2."

The summary of long and short stay cycle parking requirements for the proposed development are set out in Table 2.1.

Land uses	London Plan cycle parking provision	
	Long stay	Short stay
D1 (F.1) – Primary schools/ Secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 Students	1 space per 100 Students

Table 2.1: The London Plan cycle parking standards for proposed development

2.9 Policy T6.5 – Non-residential disabled persons parking states that

"All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay."

2.10 For education uses there should be a minimum provision of 5% of total parking to designated disabled bays and 5% for enlarged disabled bays.

Mayor's Transport Strategy (2018)

2.11 The new Mayor's Transport Strategy has recently been published in March 2018. The Mayor's Transport Strategy includes proposals that will be brought about by the Mayor through working with TfL, the London Boroughs, developers and stakeholders and set out the Mayor's transport policies for the next 20 years.

2.12 The main goals of the strategy include supporting economic and population growth and enhancing the quality of life and transport opportunities for Londoners. A modal shift away from private motorised transport to more sustainable modes, including public transport, walking and cycling, is sought.

2.13 The importance of 'local travel' is highlighted in Vision of the Strategy. Most trips in inner London are relatively short and all of inner London is within a reasonable cycling distance of the city

centre. Bus use is particularly important in inner London as it offers low-cost, accessible transport for everyone. It is also highlighted that the majority of trips for 'International' or 'Sub-regional' travel also begin as trips on the local level.

2.14 The Mayor's Transport Strategy includes proposals that will be brought about by the Mayor through working with Transport for London (TfL), the London Boroughs, developers and stakeholders. Focus is brought to the walking/cycling opportunities available as part of a "healthy streets approach" and includes, amongst others, the following:

> *"Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups"*
>
> *"Working with schools and local communities to identify local walking routes, play streets and other local improvements…"*
>
> *"Ensuring that the space provided for cycling is sufficient for groups, children and people using inclusive cycles"*
>
> *"Making streets easier to cross, installing pedestrian crossings where people want to cross"*

2.15 The Transport Strategy places emphasis on the increased use of Travel Plans as a means of achieving modal shift at workplaces and Schools; a Travel Plan has been prepared in support of this application.

Camden Local Plan 2016-2031

2.16 The London Borough of Camden's Local Plan adopted in July 2017 outlines vision "to make Camden a better borough — a place where everyone has a chance to succeed and where nobody gets left behind. A place that works for everyone".

2.17 Paragraph 4.33 states:

> *"Hampstead and Belsize Park have a very high concentration of schools where significant issues exist concerning the 'school run'. We will refuse applications for new schools or the expansion of existing schools in these areas, unless it can be demonstrated the number of traffic movements will not increase. Policy A1 Managing the impact of development refers to how the Council will manage the impact of traffic movements."*

2.18 Policy T1 Prioritising walking, cycling and public transport states that "the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough". LBC seeks to ensure that developments:

> a. *improve the pedestrian environment by supporting high quality public realm improvement works.*
>
> b. *make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*

c. *are easy and safe to walk through ('permeable');*

d. *are adequately lit;*

e. *provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*

f. *contribute towards bridges and water crossings where appropriate.*

g. *provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*

h. *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*

i. *makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*

j. *is easy and safe to cycle through ('permeable'); and*

k. *contribute towards bridges and water crossings suitable for cycle use where appropriate.*

l. *development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity.*

2.19 Policy T2 parking and car-free development states that "the council will limit the availability of parking and require all new developments in the borough to be car-free". LBC seeks to ensure:

m. *not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits.*

n. *limit on-site parking to spaces designated for disabled people where necessary, and/or essential operational or servicing needs.*

2.20 Policy T4 sustainable movement of goods and materials states that "The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road". LBC will:

o. *encourage the movement of goods and materials by canal, rail and bicycle where possible.*

p. *promote the provision and use of freight consolidation facilities.*

Camden Planning Guidance for Transport (2021)

2.21 The Camden Planning Guidance (CPG) published in January 2021 provides guidance on Transport Assessment for new developments and change of use.

2.22 Paragraph 5.7 states "All new non-residential developments will also be expected to be car free in accordance with Local Plan Policy T2, including:

a. *The redevelopment and/or conversions of existing sites with new occupiers; and*

b. *Extensions where the proposed new floor space leads to an increase in occupancy."*

2.23 Paragraph 5.19 states:

"For all major developments the Council will expect that disabled car parking is accommodated on-site."

2.24 Paragraph 8.6 states:

"As stated in the Local Plan Policy T1, the Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden. The Mayor of London has published 'London Cycling Design Standards."

Policy response

2.25 The transport planning policy requirements outlined in the NPPF and Local Plan are acknowledged, specifically paragraph 4.33 of the Camden Local Plan where there is specific reference to Belsize Park.

2.26 The proposed development is a car free development which is in accordance with policy requirements. The site is located within Camden's CPZ CA-B Belsize with parking restricted for permit holders between Monday to Friday, 09:00 to 18:30 and Saturday, 09:30 to 13:30 or pay and display maximum stay four hours. This will prevent any potential on-street parking by staff in the vicinity of proposed development during the daytime.

2.27 Due to the age profile (13-19) of students attending the proposed Belsize Studio and accessible location (PTAL 3), a significant majority, if not all students and staff will use sustainable modes. The school will implement STP to support sustainable travel amongst staff and students. Cycle parking is proposed in accordance with London Plan minimum requirements.

2.28 The relocation of HFAC from 81b Belsize Park Gardens, 24 Lambolle Place and Lancaster Stables to the adjacent 81 Belsize Park Gardens will see an overall net reduction in trips.

2.29 Subsequently, it is considered that development proposals comply with transport planning policy

at government, regional and local levels.

3.0 SITE CONTEXT AND ACCESSIBILITY

3.1 This section describes the existing site, the former use, and surrounding site context, including accessibility by all non-car modes of transport.

The site and surrounding area

3.2 The site is located at 81 Belsize Park Gardens, Camden, NW3 4NJ approximately 175m northwest of the main HFAC campus at 41-43 England's Lane. The site currently comprises a building previously occupied by SpringHealth Leisure Club (Class E) which ceased operations in February 2017. The building has since been vacant.

3.3 The site is located in a residential area with good public transport accessibility. The site is bounded by a residential mews known as Lancaster Stables to the west, residential properties on the east, open green spaces to south and Belsize Park Gardens to the north. The site is located within a CPZ (CA-B Belsize) with parking restricted for permit holders between Monday to Friday 09:00 to 18:30 and Saturday, 09:30 to 13:30. Belsize Park Gardens and surrounding streets are part of a designated traffic calmed area within Camden.

3.4 There are a number of schools in the area and Table 3.1 below shows the schools with the distances from proposed site.

School/ colleges	Distance(m)
Hampstead Fine Arts College (41-43 England's Lane)	175
Sarum Hall School	192
Agincourt Pre-School	300
Oliver's Montessori Nursery and Pre-school	380
Hereward House School	411
The Hall School (senior school)	481
Trevor Roberts School	488
The Hall School (middle school)	521
The Hall School	590

Table 3.1: Local schools

Existing access arrangements

3.5 There is currently no formal vehicular access to the site. Pedestrians access the site from forecourt area of site via the southern footway on the Belsize Park Gardens. There is no boundary wall/ gate along the northern boundary of the site. Figure 3.1 below shows existing access arrangement for the site.

Figure 3.1 Existing access and forecourt

Accessibility by non-car modes

Pedestrians

3.6 The pedestrian network within the vicinity of the site is comprehensive and includes a footway network with street lighting at regular intervals. All key routes to the site including Belsize Park Gardens, Lambolle Place, England's Lane, Belsize Grove, A502 Haverstock Hill and Eton Avenue are subject to 20mph speed limit.

3.7 There are a number of pedestrian crossing facilities within the vicinity of the site. These includes but are not limited to:

i. A zebra crossing with dropped kerbs and tactile paving on Belsize Park Gardens immediately north of the junction with Eton Avenue.

ii. A zebra crossing with dropped kerbs and tactile paving on England's Lane immediately east of the junction with Belsize Park Gardens.

iii. A raised table crossing with tactile paving and a carriageway build out at Belsize Grove at junction with Belsize Park Gardens.

iv. A raised table crossing with tactile paving on Eton Avenue at the junction with Belsize Park Gardens.

v. A raised table crossing with tactile paving on Belsize Grove at junction with A502 Haverstock Hill.

vi. A zebra crossing with dropped kerbs and tactile paving on A502 Haverstock Hill immediately south of the junction with Belsize Grove.

vii. A signalised pedestrian crossing with dropped kerb and tactile paving is provided outside Belsize Park London Underground station.

viii. A pedestrian crossing with dropped kerbs, tactile paving and a pedestrian refuge island on Eton Avenue, immediately west of junction with Lambolle Place.

ix. A signalised pedestrian crossings at all arms of the junction with England's Lane and Haverstock Hill.

Cyclists

3.8 Cycle routes are located on A502 Haverstock Hill, Eton Avenue and England's Lane/ Primrose Hill Road. These routes provide connections to a network of designated and advisory cycle routes including, National Cycle Route 4 that provides access to various local centres in London and beyond. Figure 3.2 illustrates cycle routes within the vicinity of the site.

3.9 A502 Haverstock Hill is part of proposed Cycle Superhighway 6 (CS6) and has dedicated cycle lanes with flexible bollards on both sides of the carriageway. It joins existing CS6 on Prince of Wales Road to the east of the site. Eton Avenue is part of London cycle network of quieter and traffic free routes. England's Lane/ Primrose Hill Road is designated as a cycle friendly road.

3.10 Public cycle parking is provided on England's Lane, outside Belsize Park London Underground station, outside Hampstead Heath Overground station and outside Swiss Cottage London Underground station.

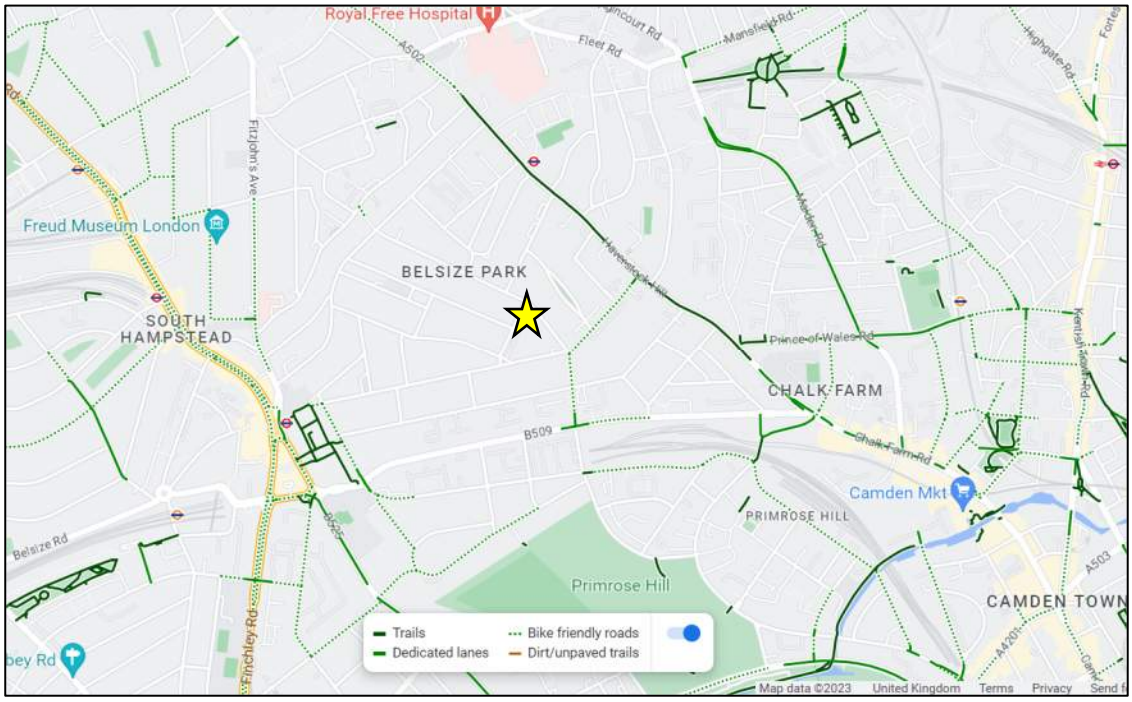

Figure 3.2: Cycle routes *(source: google maps)*

Public Transport

Public Transport Accessibility Level (PTAL)

3.11 A PTAL assessment of the site was undertaken using the TfL online database (www.tfl.gov.uk/webcat). The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent). A full PTAL report is included in Appendix B.

3.12 The output demonstrates that the site is located in an area with a PTAL of 3 ('moderate' accessibility by public transport).

Buses

3.13 The nearest bus stops to the site are located on England's Lane approximately 270m (three-minute walk) to the southeast of the site. The bus stop providing southbound services provides a shelter, flag with timetable information, seating and a refuse bin. The bus stop providing northbound services has a flag with timetable information present.

3.14 Further bus stops within the vicinity of the site are located on Primrose Hill approximately 320m (four-minute walk) to the south of the site, A502 Haverstock Hill approximately 450m (six-minute walk) to the northeast of the site, Belsize Avenue approximately 570m (seven-minute walk) to the northwest of the site.

3.15 Table 3.2 shows the frequency and destinations of the bus routes available within a 640m walking

radius of the site. The frequency of the buses is based the typical morning and afternoon school peak hours of 08:00 – 09:00 and 15:00 – 16:00). Appendix C includes bus maps.

Bus Route	Destination	Hourly frequency	
		AM	PM
31	Towards White City Bus Station	5-7	5-7
	Towards Swiss Cottage	5-7	5-7
168	Towards Dunton Road	6-10	6-10
	Towards Old Kent Road	5-7	5-7
268	Towards Hampstead	4	4-5
	Towards Swiss Cottage	4	4-5
C11	Towards Brent Cross	4-7	4-7
	Towards Gospel Oak	4-7	4-7

Table 3.2: Summary of bus services

Rail

3.16 The closest London Underground station to the site is Belsize Park station approximately 550m (seven-minute walk) to the north of the site. Belsize Park station is on the Edgware branch of Northern Line and is within London Travel Fare zone 2. Services are provided towards Edgware, Kennington and Morden, via bank.

3.17 Swiss Cottage London Underground Station is located approximately 850m (11-minute walk) southwest of the site. Swiss Cottage station is on the Jubilee line and is within London Travel Fare zone 2. Services are provided towards Stratford and Stanmore.

3.18 Hampstead Heath London Overground Station is located approximately 1.3km (16-minute walk) north of the site. Hampstead Heath London Overground Station is on the North London Line and is within London Travel Fare zone 2. Services are provided towards Richmond, Clapham Junction and Stratford.

3.19 Kentish Town national rail station is located 1.7km to the northeast of the site. Services are provided towards St Albans and Sutton.

Access for users with disabilities/visual impairment and/or age-related requirements

3.20 Dropped kerbs with tactile paving or raised table crossings with tactile paving are provided on the footway network and routes leading to the site. Footways were observed to be level and of good

quality suitable for pedestrians for all pedestrians.

Local amenities

3.21 As part of the BREEAM accreditation process, an assessment was undertaken to assess the proximity of local amenities to the proposed development site. As per the BREEAM criteria, a 500m walking distance to amenities was considered. The amenities within 500m of the site are summarised in Table 3.3.

Criteria	Amenities
Appropriate food outlet	Café for students and staff included on site as part of development proposals. Tesco Express - 200m. England's Lane Belsize Local - 230m. England's Lane
Access to cash	Tesco Express - 200m. England's Lane
Community facility	Not available within a 500m walking distance.
Postal facility	Not available within a 500m walking distance. Closest: Post Office - 580m. Budgens on the A502 Haverstock Hill.
Childcare facility/School	Sarum Hall School – 215m Agincourt Pre-school – 320m St Mary's The Town & Country School – 420m
Leisure/Sports facility	Not available within a 500m walking distance. Closest: Anytime Fitness Chalk Farm – 1100m
Open outdoor space	Primrose Gardens – 315m
Over the counter services associated with a pharmacy	Allchin Pharmacy and Travel Clinic – 275m. England's Lane
Public sector GP surgery or general medical centre	Medicspot Clinic Primrose Hill – 275m. England's Lane Adelaide Medical Centre – 475m. Adelaide Road

Table 3.3: Proximity to amenities

3.22 Analysis of the proximity to local amenities to the site indicates that seven out of the nine relevant amenities are available within a 500m walking distance of the site.

Summary

3.23 The site is accessible for pedestrians and cyclists, and there are frequent bus and London

Underground /Overground services during throughout the day for use by staff and students. There is limited access by national rail, but this is unlikely to significantly influence travel behaviour.

4.0 LOCAL HIGHWAY NETWORK

4.1 This section provides a description of the local highway network, review of accident history within the vicinity of the site and site observations.

Local highway network

4.2 A description of the key highway links in the vicinity of the site is presented in the following paragraphs.

Belsize Park Gardens

4.3 Belsize Park Gardens is a single carriageway road that connects Belsize Avenue/ Belsize Park to the west of the site and England's Lane/ Primrose Hill Road to the east of the site. There are several residential roads that connect from Belsize Park Gardens. Belsize Park Gardens provides pedestrian and vehicular access to the site, although it is noted no formal vehicular access is provided. Belsize Park Gardens is part of a designated traffic calmed area within Camden.

Figure 4.1: Belsize Park Gardens

4.4 Belsize Park Gardens is subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday between 09:00 to 18:30, Saturday 09:30 to 13:30 or pay and display maximum stay four hours. Car club parking is provided along Belsize Park

Gardens Parking is restricted via white advisory lines in front of driveways, double yellow lines at corners of junctions and 'zig-zag' lines in the immediate vicinity zebra crossings.

4.5 On street parking on both sides of Belsize Park Gardens reduces the effective width of Belsize Park Gardens to approximately five metres which limits vehicle speeds. The alignment of Belsize Park Gardens is mostly straight with slight curvature to the north of the site.

4.6 Vehicle size restrictions prohibit buses and HGVs larger than five tonne parking overnight on Belsize Park Gardens between 18:30 to 08:00.

4.7 A review of traffic conditions along Belsize Park Gardens using the Google Maps traffic tool indicates that road users experience minor delays and congestion during morning and afternoon peak hours possibly due to proximity of number of schools in the area.

Lambolle Place

4.8 Lambolle Place is a single carriageway road which connects Belsize Park Gardens to the west of the site to Lancaster Grove to the south of the site. Lambolle Place is part of designated traffic calmed area within Camden.

4.9 The road is subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday between 09:00 to 18:30, Saturday between 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines in front of driveways and double yellow lines at corners of junctions.

4.10 On street parking on both sides of Lambolle Place reduces the effective width to single lane which limits vehicle speeds.

4.11 Vehicle size restrictions prohibit buses and HGVs larger than five tonne parking overnight on Lambolle Place between 18:30 to 08:00.

England's Lane/ Primrose Hill Road

4.12 England's Lane is a single carriageway road that connects A502 Haverstock Hill to the northeast that continues as Primrose Hill to the southeast of the site, connecting to B609 Adelaide Road.

4.13 The road is subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday 09:00 to 18:30, Saturday 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines in front of driveways, double yellow lines at corners and 'zig-zag' lines in the immediate vicinity zebra crossings.

4.14 On street parking on both sides of England's Lane/ Primrose Hill Road reduces the effective width

of England's Lane/ Primrose Hill Road to approximately four and a half metres which limits vehicle speeds. The alignment of Belsize Park Gardens is mostly straight with slight curvature at the junction with Belsize Park Gardens

4.15 A review of traffic conditions along England's Lane/Primrose Hill Road using the Google Maps traffic tool indicates that road users experience minor delays and congestion during morning and evening peak hours possibly due to proximity of number of schools in the area.

Belsize Grove

4.16 Belsize Grove is a single carriageway road which connects A502 Haverstock Hill to the north of the site to Belsize Park Gardens to the west of the site. Belsize Grove is part of a designated traffic calmed area within Camden.

4.17 The road is subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday between 09:00 to 18:30, Saturday between 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines in front of driveways and double yellow lines at corners of junctions. Car club parking is provided along Belsize Grove.

4.18 Vehicle size restrictions prohibit buses and HGVs larger than five tonnes parking overnight on Belsize Grove between 18:30 to 08:00.

4.19 On street parking on both sides of Belsize Grove reduces the effective width of Belsize Grove to approximately five metres which limits vehicle speeds. The alignment of Belsize Grove is mostly straight with good forward visibility along the road.

4.20 A review of traffic conditions along Belsize Grove using the Google Maps traffic tool indicates that road users experience minor delays and congestion during morning and evening peak hours possibly due to proximity of number of schools in the area.

A502 Haverstock Hill

4.21 A502 Haverstock is a single carriageway road which provides a connection Hampstead to the northwest of the site and Camden Town to the southeast of the site. A502 Haverstock Hill is part of CS6 with dedicated cycle lanes provided on both sides of the carriageway.

4.22 The road is subject to a 20mph speed limit with parking restricted on both sides with implementation of double yellow lines. There are designated loading and disabled bays on both sides of the carriageway at intervals of the road. Parking is restricted by 'zig-zag' lines in the immediate vicinity of signalised pedestrian crossings and zebra crossings.

4.23 The alignment of A502 Haverstock Hill is mostly straight with good forward visibility along the road.

4.24 Review of traffic conditions along A502 Haverstock Hill using google maps traffic indicate that road users experience minor delays and congestion during morning and evening peak hours possibly due to proximity of number of schools in the area.

Eton Avenue

4.25 Eton Avenue is a single carriageway road which connects Belsize Park Gardens from the southeast of the site to Adamson Road to the west of the site. Eton Road provides access to other residential roads within the area. A pedestrian and cycle link from Eton Avenue is provided to Swiss Cottage London Underground Station and the A41. Eton Avenue is part of designated traffic calmed area within Camden.

4.26 The road is subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday between 09:00 to 18:30, Saturday between 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines in front of driveways and double yellow lines at corners of junctions.

4.27 Vehicle size restrictions prohibit buses and HGVs larger than five tonne parking overnight on Eton Avenue between 18:30 to 08:00.

4.28 On street parking on both sides of Eton Avenue reduces the effective width of the carriageway to approximately five metres which limits vehicle speeds. The alignment of Eton Avenue is mostly straight with good forward visibility along the road.

4.29 A review of traffic conditions along Eton Avenue using the Google Maps traffic tool indicates that road users experience minor delays and congestion during morning and evening peak hours possibly due to proximity of number of schools in the area.

Personal Injury Accident data

4.30 Personal Injury Accident (PIA) data was obtained from the Crashmap was reviewed for the most recent five-year period available (January 2018 to December 2021) along the local highway network within 400m surrounding the site.

4.31 A review of the PIA data indicated a total of 47 accidents occurred within the vicinity of the site. A total of 40 slight accidents, seven serious accidents and no fatal occurred over the study period. Further analysis was undertaken based on the level of severity of accidents and only serious accidents were investigated in more detail. The full accident reports are attached at Appendix D.

i. A serious accident occurred on England's Lane at its junction with Belsize Park Road on Thursday 30th August 2018 at 08:48. It was reported that the accident occurred when the road was dry, and the weather was fine. The accident involved a cyclist impacting the rear of a car. The cyclist sustained serious injuries.

ii. A serious accident occurred on Primrose Hill Road at its junction with Fellows Road on Friday 17th April 2020 at 19:20. It was reported that the accident occurred when the road was dry, and the weather was fine. The accident involved a bus/coach, car and a cyclist. The cyclist sustained serious injuries and the driver of the bus/coach sustained slight injuries.

iii. A serious accident occurred on A502 Haverstock Hill at its junction with Belsize Grove on Sunday 13th April 2017 at 10:45. It was reported that the accident occurred when the road was dry, and the weather was fine. The accident involved car driver turning right on Belsize Grove and a motorcyclist traveling southbound on A502 Haverstock Hill. No impact was reported, however the motorcyclist sustained serious injuries.

iv. A serious accident occurred on A502 Haverstock Hill at its junction with Upper Park Road on Wednesday 17th April 2019 at 18:40. It was reported that the accident occurred when the road was dry, and the weather was fine. The accident involved a motorcyclist proceeding normally along the carriageway and a car waiting to proceed on Upper Park Road to join the A502 Haverstock Hill. No impact was recorded however, the motorcyclist sustained serious injuries.

v. A serious accident occurred at the signal junction of Primrose Hill Road with B509 Adelaide Road on Wednesday 16th January 2019 at 20:36. It was reported that the accident occurred when the road surface was wet or damp, and the weather was noted as other. The accident involved a car in the act of turning right and a motorcyclist proceeding normally along the carriageway. The vehicles impacted each other head on. The motorcyclist sustained serious injuries.

vi. A serious accident occurred at the signal junction of Primrose Hill Road with B509 Adelaide Road on Sunday 1st July 2018 at 19:00. It was reported that the accident occurred when the road surface was dry, and the weather was fine. The accident involved a motorcyclist passing a stationary vehicle from offside and a second motorcyclist proceeding normally along the carriageway. The first motorcyclist impacted the rear of the second motorcyclist. The first motorcyclist sustained serious injuries.

vii. A serious accident occurred on Fellows Road at junction with Brocas Close on Monday 8th February 2021 at 13:30. It was reported that the accident occurred

when the road surface was snow covered, and the weather was noted as other. The accident involved a cyclist likely losing control due to snow/ice covered road. The cyclist sustained serious injuries.

4.32 It is noted that no accidents occurred near the site on Belsize Park Road and Lambolle Place. Two serious accidents occurred on England's Lane/Primrose Hill Road. Two accidents occurred on A502 Haverstock Hill. Two accidents occurred on at or near Primrose Hill Road/ B509 Adelaide Road and one accident on Fellows Road. As these roads provide access to the site, these seven serious accidents have been further analysed to establish whether there are any specific patterns.

4.33 From further analysis of the serious accidents, it was concluded that no school students were involved in accidents within the study area. All accidents occurred in the evening, at the weekend, during school holidays or at times students would not be travelling to/ from school.

4.34 Whilst it is acknowledged that any accident is unfortunate, the review of accidents showed that all accidents were related to the behaviour of road users rather than the operation of the highway network.

Site observations

4.35 A site visit was undertaken on Wednesday 1st March 2023. Observations were undertaken throughout the day between 08:00 to 16:00. A summary of the site observations is outlined below:

General site observations

i. The majority of staff and students accessed HFAC campus on England's Lane, 81b Belsize Park Gardens and 24 Lambolle Place, on foot from 08:15.

ii. The majority of students and staff arrived on foot walking from Belsize Park and from Swiss Cottage London Underground station.

iii. Limited numbers of staff (two) arrived by cycle at England's Lane campus and no staff were observed to cycle to 81b Belsize Park Gardens and 24 Lambolle Place.

iv. One student was observed to arrive by cycle hire from Swiss Cottage London Underground station to 81b Belsize Park Gardens and 24 Lambolle Place.

v. Two students were observed to be dropped off by car outside England's Lane campus between 08:45 and 09:00.

vi. Students were noticed to be arriving and leaving England's Lane, 81b Belsize Park Gardens and 24 Lambolle Place at different times on foot during the day but the maximum flow was determined to occur during the morning peak period.

vii. Students and staff were observed to come out of the campus and use local cafes and shops on England's Lane during lunch; between 12:00 to 13:00 and before travelling home in the afternoon.

viii. Students and the general public were observed crossing Belsize Park Gardens and England's Lane at undesignated crossing points.

ix. Parking enforcement officers frequently returned to England's Lane and Belsize Park Gardens throughout the day and were noted to remain present outside HFAC England's Lane campus during school peak hours.

x. One staff member was observed to have left the HFAC England's Lane campus by car at 15:40.

xi. Belsize Park Gardens and surrounding area is part of designated traffic calmed area in Camden.

xii. Two disabled parking spaces on Belsize Park Gardens within 50m of the site were observed to be free throughout the day.

xiii. Minor queueing and delays were noticed on Belsize Park Gardens and the surrounding streets, but no significant congestion occurred during school peak hours.

xiv. Limited Heavy Goods Vehicles (HGVs) movements were observed during morning and evening peak hours.

xv. Significant school run activity was observed within the area during the morning peak period, but this was mostly pedestrian trips.

Summary

4.36 Belsize Park Gardens and key surrounding streets are part of the designated traffic clamed area within Camden. No patterns were identified for causation of accidents within the surrounding highway network which can be exacerbated by the proposed development. All the local roads experience minor delays and queuing due to number of schools in the area however, no significant congestion during the morning and afternoon peak was observed. Section 7.0 of this report presents assessment of the trip generation from the former and proposed uses of site.

4.37 Observations during the site visit indicate a steady flow of students and staff both accessing and egressing the site throughout the day, mostly on foot with a minor peak travelling to HFAC between 08:45 and 09:00. Existing footway and crossing facilities are wide and well placed to accommodate any increase in student and staff numbers as result of the proposed development.

Limited numbers of staff and students were noticed to be cycling to existing HFAC campuses, but the low trafficked nature of Belsize Park Gardens and surrounding streets are considered suitable for cycling. Car traffic and parking demand generated by existing HFAC campuses is very low and therefore proposed Belsize Studio is not expected to generate any significant traffic or parking demands.

5.0 ATZ ASSESSSMENT

5.1 This ATZ assessment has been undertaken in accordance with TfL's Healthy Streets guidance providing a detailed review of the Active Travel Zone (ATZ) surrounding the site. A site visit was undertaken on Wednesday 1st March 2023 to carry out a review of neighbourhood key routes within the ATZ.

5.2 The ATZ assessment sets out how people of all abilities will make key journeys in the ATZ to support a car-free lifestyle and includes the following key elements:

i. Map 1 – displays potential key destinations in the ATZ surrounding the site including schools, hospitals, public transport stations, cycle network and town centres.

ii. Map 2 – is presented at a smaller scale and includes the most important key destinations. It includes key walking and cycle routes between the site and key destinations.

iii. Map 3 – details the characteristics of healthy neighbourhoods present in the study area including schools, green spaces, street density, public transport density and active travel opportunities.

Map 1 – ATZ & all potential key active travel destinations

5.3 ATZ Map 1 describes the extent of the ATZ, noting all potential key active travel destinations within the zone related to the site. The extent of Map 1 is attached at Appendix E.

5.4 Map 1 has been produced in line with TfL guidance. A 5-minute cycle buffer from the development site has been produced using TfL WebCAT planning tool. Map 1 includes the following key destinations:

i. Bus stops, DLR, underground and National Rail stations.

ii. Local and future strategic cycle routes.

iii. Town centres.

iv. Green space.

v. Schools and colleges.

vi. Hospitals/ GP surgeries

vii. Places of worship.

5.5 Map 1 identifies key local destinations such as London City Centre, Hampstead Heath, Primrose Hill, Regents Park, Royal Free Hospital, Belsize Park/Swiss Cottage LU Stations as being key healthy streets destinations.

Map 2- ATZ neighbourhood safety & most important journeys

5.6 The extent of Map 2 (ATZ Neighbourhood safety and most important journeys) covers the routes to priority active travel destinations from the site. A review of the area has identified the following routes as being of key importance and therefore have been assessed:

i. The site to the bus stops/ Belsize Park LU station, proposed cycle superhighway 6 on A502 Haverstock Hill.

ii. The site to Royal Free Hospital & Hampstead Heath London Overground Station.

iii. The site to the bus stops, HFAC campus and food outlets/retails stores/GP/Pharmacy on England's Lane.

iv. The site to Swiss Cottage LU Station.

5.7 Map 2 is contained in Appendix E to this report. As addressed earlier in this report, there were noted to be 47 accidents including seven serious accidents in the study area, across the study period. Only one clusters of two serious accidents are included in the map.

Map 3 – ATZ neighbourhood characteristics check

5.8 ATZ Map 3 illustrates the street density and highlights schools, public transport, retail/commercial developments and green spaces in the vicinity of the site. The extent of Map 3 (ATZ Neighbourhood healthy characteristics check) is the same as Map 2, shown in Figure 5.1. Map 3 is included in Appendix E of this report.

Neighbourhood key routes assessment

5.9 An assessment of the neighbourhood key routes was undertaken on 1st March 2023 between 08:00 and 16:00. The assessment focusses on the quality of the routes with respect to encouraging use of active travel modes.

5.10 The assessment focussed on the following key routes to important local destinations:

i. The site to the bus stops/ Belsize Park LU station, proposed cycle superhighway 6 on A502 Haverstock Hill.

ii. The site to Royal Free Hospital & Hampstead Heath London Overground Station.

iii. The site to local bus stops, HFAC campus and food outlets/retails stores/GP/Pharmacy on England's Lane.

iv. The site to Swiss Cottage LU Station.

5.11 Points of View (POV) photos have been taken during the site, spaced approximately every 150m along each route. A sample of these images are included below.

5.12 The assessment was carried out with reference to the following Healthy Streets indicators:

i. Easy to cross.

ii. People feel safe.

iii. Things to do and see.

iv. Places to stop and rest.

v. People feel relaxed.

vi. Not too noisy.

vii. Clean air.

viii. Shade and shelter.

5.13 As requested by the Healthy Streets Approach, this assessment is aimed at identifying potential issues along the most important routes around the development site. As such, the worst parts of each journey have been included in this report.

5.14 Prospective improvements have been suggested (when/ where possible) to ensure the aim of the Healthy Street Approach of having healthy, safe and welcoming streets for everyone is achieved within the vicinity of the proposed site.

Route 1: The site to the bus stops/ Belsize Park LU station, proposed cycle superhighway 6 on A502 Haverstock Hill.

5.15 Route 1 extends west and then north from the site through a primarily residential areas of Belsize Park Gardens. Route 1 then proceeds along Belsize Grove before joining A502 Haverstock Hill and west towards the Belsize Park London Underground station and bus stops on A502 Haverstock Hill.

5.16 The route also terminates at entrance to Belsize Park LU Station, where a signalised pedestrian crossing is located to facilitate pedestrians crossing A502 Haverstock Hill, shown in Figure 5.2. During the site visit it was observed that the majority of route 1 carried low traffic volumes and is therefore considered safe and convenient for pedestrians and cyclists.

Figure 5.2: Signalled pedestrian crossing outside Belsize Park station

5.17 A502 Haverstock Hill is a single carriageway road, approximately 8.5m in width operating with a speed limit of 20mph. Parking is restricted along both sides of the road by double yellow line except where designated loading and disabled bays are present. Parking is restricted by means of a zig-zag lines at the signalised pedestrian crossing.

5.18 A raised table is located at both ends of Belsize Grove as shown in Figure 5.3, to facilitate pedestrians crossing and to reduce vehicle speeds.

5.19 A502 Haverstock Hill is part of proposed CS6 and currently provides segregated cycle lanes with flexible bollards for cyclist safety. Public cycle parking is provided along A502 Haverstock Hill.

Figure 5.3: Raised speed hump Belsize Grove

5.20 Both northbound and southbound bus stops are present along the route, with a shelter, seating, refuse bin, timetable and real time information for users.

5.21 In addition to the seating at the bus stop, further rest stops are provided by benches along Belsize Grove and A502 Haverstock Hill.

5.22 The route was generally noted to be clean and safe with associated dirt and noise coming from the proximity to A502 Haverstock Hill.

5.23 Parking is restricted on both sides of Belsize Park Gardens and Belsize Grove for permit holders only from Monday to Friday 09:00 to 18:30, Saturday 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted via white lines in front of driveways and double yellow lines at corners.

5.24 Trees and plants in front gardens provide shade and a more attractive environment.

Route 2: The site to Royal Free Hospital and Hampstead Heath London Overground Station.

5.25 Route 2 extends west and continuing north from the site through a primarily residential areas of Belsize Park Gardens. It then proceeds along Belsize Grove before joining A502 Haverstock Hill and west on A502 Haverstock Hill. The route travels east on Pond Street towards Royal Free Hospital and north to South End Road to the entrance of Hampstead Heath London Overground

station.

5.26 The Pond Street is subject to a speed limit of 20mph. Footways along Pond Street were observed to be in good condition.

5.27 A signalised pedestrian crossing and advanced stop line for cyclists as part of A502 Haverstock Hill /Pond Street signal junction will facilitate pedestrians and cyclists.

5.28 Due to ongoing highway works at A502 Haverstock Hill/ Pond Street that were present on the site visit, signal junction temporary signals were installed which led to queueing on all arms of the junction as shown below in Figure 5.4.

Figure 5.4: Roadworks on A502 Haverstock Hill/Pond Street signal junction

5.29 A zebra crossing is provided on Pond Street east of its junction with Hempstead Hill Garden to facilitate pedestrian crossing, as shown below in Figure 5.5.

Figure 5.5: Zebra crossing on Pond Street east of its junction with Hempstead Hill Garden

5.30 It was observed that the majority of route 2 was lightly trafficked and therefore considered safe and convenient for pedestrians and cyclists. Outside of peak times, A502 Haverstock Hill is not heavily trafficked reducing negative contribution to the noise levels and air quality along the route.

5.31 Places to rest are provided by benches along Pond Street Trees and plants on verges provide shade and a more attractive environment.

5.32 A zebra crossing is provided on Pond Street east of its junction with South End Road to facilitate pedestrian crossing, shown in Figure 5.5.

5.33 The South End Road is subject to a speed limit of 20mph. Footways along Pond Street were observed to be in good condition.

5.34 A zebra crossing is provided on South End Road west of its junction with South End Close to facilitate pedestrian crossing, shown in Figure 5.6.

Figure 5.6: Zebra crossing on Pond Street west of its junction with Hempstead Hill Garden

5.35 A zebra crossing is provided on South End Road outside Hampstead Heath Overground Station to facilitate pedestrian crossing, shown in Figure 5.7.

Figure 5.7: Zebra crossing outside Hempstead Heath London Overground station

Route 3: The site to local bus stops, HFAC campus and food outlets/retails stores/GP/Pharmacy on England's Lane.

5.36 Route 3 extends south through a primarily residential areas of Belsize Park Gardens and east on to England's Lane terminating at bus stops on England's Lane.

5.37 Belsize Park Gardens is a single carriageway subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday 09:00 to 18:30, Saturday 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines in front of driveways, double yellow lines corners of junctions and 'zig-zag' lines in the immediate vicinity zebra crossings.

5.38 A raised table crossing and zebra crossing is provided on Belsize Park Gardens the junction with Eton Avenue and England's Lane to facilitate pedestrian crossing and limit vehicle speeds, shown in Figure 5.8.

Figure 5.8: Speed table and zebra crossing on Belsize Park Gardens

5.39 England's Lane is a single carriageway road subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday 09:00 to 18:30, Saturday 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines in front of driveways, double yellow lines at corners of junctions and 'zig-zag' lines in the immediate vicinity zebra crossings.

5.40 A zebra crossing is provided on England's Lane east of its junction with Belsize Park Gardens to facilitate pedestrian crossing, shown in Figure 5.9.

Figure 5.9: Zebra crossing on England's Lane

5.41 Footways along Belsize Park Gardens and England's Lane are wide and in good condition and can accommodate any increase in demand as a result of the proposals. Shade and aesthetic attraction are provided by trees and plants in front gardens.

Route 4: The site to Swiss Cottage LU Station.

5.42 Route 4 extends west on Belsize Gardens, then south on Lambolle Place, then west on Eton Avenue and terminates at entrance of Swiss Cottage London Underground station.

5.43 Lambolle Place is a single carriageway road subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday 09:00 to 18:30, Saturday 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines in front of driveways and double yellow lines at corners of junctions.

5.44 Footways are available on both sides of Lambolle Place and width varies along the route from 1m to 3m. Street lighting is provided along the road.

5.45 Eton Avenue is a single carriageway road subject to a 20mph speed limit with parking restricted on both sides for permit holders only from Monday to Friday 09:00 to 18:30, Saturday 09:30 to 13:30 or pay and display maximum stay four hours. Parking is restricted by means of white lines

in front of driveways and double yellow lines at corners of junctions.

5.46 Footways are available on both sides of Eton Avenue and width varies along the route from 2.0 to 3.0 metres. Street lighting is provided along the road.

5.47 Footways along Lambolle Place and Eton Avenue are wide and in good condition and can accommodate any increase in demand as a result of the proposals.

5.48 Places to rest are provided by benches along Eton Avenue. Shade and a more attractive environment are created by trees and plants in front gardens.

Summary

5.49 The ATZ assessment has shown that whilst there are some temporary issues due to roadworks, typically the routes in the study area would be suitable for use by students, staff and visitors travelling to/ from site. It is concluded that the facilities in the area support the use of active travel modes for journeys/ to/ from the school.

6.0 PROPOSED DEVELOPMENT

6.1 This section of the report provides a description of proposed development at Belsize Park Gardens. The proposed site layouts are attached at Appendix A.

Development proposals and operation

6.2 The development proposals comprise refurbishment and change in use of the existing four storey building (1441 sqm) at 81 Belsize Park Gardens (the site) from leisure club (Class E) to education use (Class F1) to be known as Belsize Studio.

6.3 Proposals include the relocation of existing HFAC operations at 81b Belsize Park Gardens to the adjacent Belsize Studio. Belsize Studio will provide an on-site café for staff and students only. The College will continue to use the HFAC campus on 41- 43 England's Lane. Pupil numbers at the England's Lane campus will remain broadly at the same capacity as existing. Currently there is capacity for 180 pupils and following the opening of 81 Belsize Park Gardens this building will have capacity for up to 200 pupils. This very modest increase in pupil numbers at the England's Lane campus has not been assessed as part of this assessment.

6.4 The proposed Belsize studio will have a capacity for 200 Students and 30 FTE staff by 2025, including 55 students and nine FTE staff to be relocated from 81b Belsize Park Gardens. Development proposals will result in a net increase of 145 Students and 21 FTE staff at the Belsize Studio campus. Properties at 81b Belsize Park Gardens and 24 Lambolle Place will cease to be used by HFAC and will be redeveloped for alternative uses as part of separate planning applications. Students at the proposed Belsize studio will range from ages 13 to 19 years and are expected to travel to site independently.

6.5 The Belsize Studio college day will begin at 09:00 and finish at 16:00. Classes are proposed to begin at 09:00 and end by 15:45 for younger students and 16:00 for sixth formers. Pupils are expected to arrive on-site from 08:30 and staff are expected to arrive on-site from 08:00. A small peak of student and staff arrivals are anticipated between 08:45 and 09:00. The majority of students are expected to depart between 15:00 and 16:00 but it is acknowledged that some students may arrive and depart throughout the day. Most staff are expected to leave by 18:00.

6.6 Belsize Studio will be used for evening classes for 50 to 60 local adults on weekdays between 18:00 and 19:30.

Site access

6.7 Pedestrian and cycle access to the Belsize Studio will be remain from Belsize Park Gardens to the east of the site. There are two proposed entrances at this location as illustrated in site plans attached at Appendix A. Direct access to the cycle and bin stores is provided through the northern door. No vehicular access to the site is proposed.

Parking

6.8 The proposed development is car free, therefore no car parking is proposed on site. LBC's guidance on Transport Assessments and car free development paragraph 5.19 states

> *"For all major developments the Council will expect that disabled car parking is accommodated on-site".*

6.9 However, given on-site constraints, no disabled car parking can be provided. Any requirement for disabled parking would need to be accommodated on-street.

6.10 LBC's guidance on Transport Assessments refers to the London Plan for disabled parking provision which recommends 5% of parking spaces to be dedicated as disabled parking. As well as a further 5% as enlarged parking bays capable for conversion to disabled bays if required. As no on-site or off-site parking is provided at least one on or off-street disabled persons parking bay should be provided.

6.11 From review of the surrounding area, it is not considered necessary to provide an on-street disabled parking bay as part of the development proposals. There are two disabled on-street car parking spaces available within 50m distance from the proposed site. On-site observation indicates that both spaces are available during a typical weekday. Subsequently, the availability disabled on-street parking is considered sufficient to accommodate any parking demand from staff or visitors as a result of the proposals.

Cycle parking

6.12 The following requirements have been reviewed:

i. London Plan – 1 space per 8 students and staff, plus 1 space per 100 students for visitors.

ii. BREEAM – 1 space per 10 staff and students.

6.13 Based on the proposed student and staff numbers (200 students and 30 staff) a total of 30 long stay and two short stay cycle parking spaces are proposed.

6.14 Cycle parking will be provided in the form of two-tier cycle racks for long stay cycle parking and one cycle hoop will be provided for short stay cycle parking. Cycle parking will be secure and covered. This meets both the London Plan and BREEAM standards.

6.15 Site plans attached at Appendix A illustrate the proposed cycle parking arrangements.

Deliveries and servicing

6.16 Delivery and servicing arrangements are proposed to remain in line with operations occurring at the existing 81b Belsize Park Gardens, 24 Lambolle Road site and the former use at 81 Belsize Park Gardens.

6.17 Delivery and servicing vehicles will briefly park on-street from Belsize Park Gardens. The majority of the deliveries will be made using cars and light goods vehicle (LGV) e.g, light vans and the maximum vehicle sizes anticipated is a 10m rigid lorry, however this is expected to be infrequent. Appendix F includes swept path analysis illustrating the largest delivery and servicing vehicles expected to service the site from Belsize Park Gardens

6.18 Refuse collection will be undertaken on-street daily by Council refuse collection services as per the existing arrangements at 81b Belsize Park Gardens. No changes are proposed to existing refuse collection arrangements. Swept path analysis attached at Appendix F illustrates refuse vehicle access on-street to service the site.

6.19 The building manager will be responsible for transporting the waste from the bin store to kerb side on Belsize Park Gardens for collection. The proposed bin store for the Belsize Studio is located to the north of the site adjacent to the site entrance. Therefore the transporting distance from the bin store to kerb is less than 10m.

6.20 HFAC have advised that a maximum of two deliveries per day are expected, to include catering, daily stationary/ supplies deliveries, premises maintenance, resources, and post.

6.21 Further details of delivery and servicing activities are included within the dedicated DSP has been produced for the site and will be submitted separately to support the planning application. The DSP demonstrates how the delivery and servicing will be managed for proposed Belsize Studio to prevent any adverse impact on the local highway network, particularly Belsize Park Gardens.

Emergency vehicles

6.22 Emergency vehicle access arrangements are proposed to remain in line with operations occurring at the existing 81b Belsize Park Gardens, 24 Lambolle Road site and the former use at 81 Belsize Park Gardens.

6.23 The proposed development will be serviced on-street by fire services and other emergency vehicles if required. Access to the building by emergency services will be from Belsize Park Gardens. No changes to this arrangement are proposed as result of the development proposals.

6.24 Fire tender vehicles will not be required to reserve for a distance greater than 20m to access or egress the site. Swept path analysis is attached at Appendix F illustrating Fire tender access to the site.

Conclusion

6.25 It is demonstrated that the development proposal provide access for all modes of transport and the development provides parking in accordance with LBC's policy on car free developments. Cycle parking is provided in line with London Plan minimum requirements and provides opportunity to encourage sustainable and active travel. A DSP has been for the development and will be submitted to support the planning application. The DSP demonstrates how the delivery and servicing will be managed for Belsize Studio to prevent any adverse impact on Belsize Park Gardens.

7.0 TRIP ASSESSMENT

7.1 This section provides an assessment of former/ consented trip generation of the site and the proposed trip generation at the site that is expected as a result of development proposals.

Former mode share and trip generation

7.2 In order to estimate the former/ consented trip generation from SpringHealth Leisure Club, the TRICS database has been queried. Sites with similar size, location and accessibility has been selected. The TRICS output is attached at Appendix G. Daily trip rates obtained from TRICS were multiplied by the gross floor area (1441 sqm) of SpringHealth Leisure Club to calculate daily (06:00 to 22:00) trip generation from the former club. Table 7.1 below shows the former trip generation from SpringHealth Leisure Club.

Mode	Arrivals	Departures	Total
Tube/ Overground	106	94	200
Train	0	3	4
Bus/ Coach	180	177	357
Taxi	1	1	1
Motorcycle/ scooter	9	10	19
Car/ Van Driver	132	134	266
Car/ Van Passenger	11	10	21
Bicycle	34	34	69
On foot	492	465	957
Other	11	10	21
Total	**976**	**941**	**1917**

Table 7.1: Former daily (06:00 to 22:00) trip generation - SpringHealth Leisure Club

7.3 Table 7.1 indicates the former use is estimated to have attracted a total of 266 car trips that generated parking demand within the surrounding area. Given the parking restriction in the area car trips generating parking demand would have expected to occur prior to 09:00 and after 18:30. Approximately 560 daily trips are estimated to have been undertaken by public transport (Bus, Train and London Underground/ Overground). The majority of trips to SpringHealth Leisure Club leisure club users are estimated to have undertaken by walking producing total of 957 on foot. The majority of trips are expected to have occurred in the evening between 17:00 and 22:00.

Proposed student mode share and trips

7.4 To understand the mode share and number of trips anticipated to be produced by students of Belsize Studio, a student travel survey of existing HFAC students was undertaken on Friday 26th May 2023. The travel mode shode derived from the survey results has been applied to proposed student numbers. The results are presented in Table 7.2.

Travel mode	Mode share		Existing pupil trips		Proposed pupil trips		Net increase	
	To HFAC	From HFAC	To HFAC	From HFAC	To HFAC	From HFAC	To HFAC	From HFAC
Car passenger	10.77%	3.03%	6	2	22	6	16	4
National Rail	4.62%	6.06%	3	3	9	12	7	9
Tube	61.54%	62.12%	34	34	123	124	89	90
Public Bus	12.31%	15.15%	7	8	25	30	18	22
Cycle	3.08%	1.52%	2	1	6	3	4	2
Scooter	0.00%	0.00%	0	0	0	0	0	0
Walking	7.69%	10.61%	4	6	15	21	11	15
Uber/Taxi	0.00%	1.52%	0	1	0	3	0	2
Total	**100%**		**55**		**200***		**145***	

Table 7.2: Student mode share and trips (*rounding occurred)

7.5 Table 7.2 indicates that the majority of students will travel to and from the site by sustainable transport modes (Rail, Tube, Bus, Cycle, Walking and Taxi). A total of 178 students trips to and 194 from Belsize Studio are expected to be made by sustainable transport modes. 22 student trips to and six from Belsize Studio are expected to be car passenger trips.

7.6 Talking into account students moving from the existing HFAC to Belsize Studio it is expected there will be a net increase of 129 students trips to and 141 from Belsize Studio made by sustainable transport modes. There will be a net increase of 16 student car passenger trips to and four from Belsize Studio.

7.7 As identified in Section 5.0 the majority of students will arrive prior to 09:00 and depart between 15:00 and 16:00. It noted that some student arrivals and departures are anticipated to occur throughout the day.

Proposed staff mode share and trips

7.8 To understand the mode share and number of trips anticipated to be produced by staff of Belsize Studio, a staff travel survey of existing HFAC staff was undertaken on Friday 26th May 2023. The travel mode share derived from the survey results has been applied to proposed staff numbers. The results are presented in Table 7.3.

Travel mode	Mode share	Existing staff trips	Proposed staff trips	Net increase
	To/ from HFAC	To/ from HFAC	To/ from HFAC	To/ from HFAC
Car (driving)	0.00%	0	0	0
Car (passenger)	0.00%	0	0	0
Taxi	0.00%	0	0	0
National rail	13.64%	1	4	3
Cycle	9.09%	1	3	2
Walking	13.64%	1	4	3
Public bus	0.00%	0	0	0
Motorcycle	9.09%	1	3	2
Scooter	0.00%	0	0	0
Tube	54.55%	5	16	11
Total	**100.0%**	**9**	**30**	**21**

Table 7.3: Staff mode share data and trips

7.9 Table 7.3 shows that the majority of staff will travel to Belsize Studio by sustainable modes of travel (Rail, Cycle, Walking and Tube). A total of 30 staff trips will be made to and from Belsize Studio of which 27 will be made by sustainable modes of travel. Three motorcycle trips will be produced to and from Belsize Studio by staff.

7.10 As part of the development proposals existing staff at HFAC will transfer to the new Belsize Studio site once operational. Therefore some trips are existing trips on the local highway network. A net increase of 21 staff trips to and from Belsize Studio are expected by staff. A net increase of 19 trips are considered to be made by sustainable transport modes. There will be a net increase of two staff motorcycle trips to and from Belsize Studio by staff.

7.11 No car trips or car passenger trips are anticipated by staff of Belsize Studio. This is in line with the proposed car free nature of the development proposals and the location of the site within Camden's CPZ.

7.12 As identified in Section 5.0 Staff typically arrive from 08:00. Most staff are anticipated to leave site by 18:00, although it is acknowledged some staff may leave throughout the day.

Delivery and servicing

7.13 As identified in Section 6.0 delivery and servicing strategy is anticipated to remain in line with existing operations at 81b Belsize Park Gardens and 24 Lambolle Place. Information provided by HFAC suggest there will be an increase of one delivery per day as a result of development proposals.

7.14 Deliveries will mainly be made by cars or lights vans. Occasionally a 10m rigid lorry may be required, however this is anticipated to be infrequent.

Net change in trips

7.15 Two assessment scenarios have been included below to understand the net change in trips to the site.

7.16 The first scenario includes a comparison between the former/ consented trip generation of the site and the net increase of trips produced by Belsize Studio once staff and students have relocated from the existing HFAC operations at 81b Belsize Park Gardens, Lambolle Place and Lancaster Stables have ceased.

7.17 The second scenario includes a comparison between the former/ consented trip generation of the site and the total number of trips produced by Belsize Studio under the assumption that all trips to Belsize Studio will be new. The net increase of trips by students and staff resultant from relocating from the existing HFAC to Belsize Studio once operational and HFAC operations have ceased is not considered. This trip assessment scenario has been included for information only to address queries raised by the LBC.

7.18 The net change in trip generation to the site described above is included in Table 7.4 below.

Travel mode	Former/ consented trips vs total proposed trips	Former/ consented trips vs net increase proposed trips
Car (driving)	-266	-266
Car (passenger)	7	-1
Taxi	2	1
National rail	21	15
Cycle	-57	-61
Walking	-917	-928
Public bus	-302	-317
Motorcycle	-16	-17
Scooter	0	0
Tube	63	-10
Total	**-1465***	**-1585***

Table 7.4: Net change in former/ consented and proposed trips to the site (*rounding occurred)

Summary

7.19 It is acknowledged that as part of the relocation from 81b Belsize Park Gardens, 24 Lambolle Place and Lancaster Stables to 81 Belsize Park Gardens there will be a net increase in students and staff trips. However, resultant of the development proposals there will be significant overall net decrease in contested trips from the current permitted Class E to the proposed Class F1 use.

7.20 Daily trips are expected to decrease from approximately 1917 daily total trips to approximately 322 daily total trips, a net decrease in 1585 daily trips to the site. Of the total net decrease in trips, there is expected to be a reduction in 267 daily car trips to the site.

7.21 Any trips produced as a result of the development proposals will predominately be made by sustainable modes of travel by both students and staff. The small amount of car trips that are expected to be produced will not generate long stay parking demand.

7.22 Overall, the development proposals are anticipated to produce a significant number of net decrease in total daily trips to the site. This is anticipated to improve the operation of the local the local highway network and the operation of public transport services within the vicinity of the site.

8.0 TRANSPORT IMPACTS

8.1 This section considers the impact of the proposed Belsize Studio on the local highway network and all road users, including pedestrians, cyclists, and public transport users.

Healthy Streets

8.2 An ATZ assessment was carried out within the vicinity of the site in line with TfL guidance and the Healthy Streets approach. This assessment aimed to identify any potential issues along the most important routes around the development site.

8.3 Some temporary issues have been identified along one of the key routes in the wider area of the site. Issues observed as part of the ATZ neighbourhood key routes assessment are considered not to have a direct impact on the proposed development and would not discourage users to travel by sustainable modes to/ from the development.

Trip impacts

8.4 It is acknowledged that there is an increase in pupil and staff numbers from existing operations at HFAC at 81b Belsize Park Gardens, 24 Lambolle Place and Lancaster Stables to proposed operations at 81b Belsize Park Gardens. However, trips generated by the proposed Belsize Studio are significantly fewer than former Springfield Leisure Club (current permitted use Class E) effectively producing a large net decrease in daily trips.

8.5 The proposed Belsize Studio is anticipated to produce a net decrease a net decrease in 1585 daily trips to the site. Of the total net decrease in trips, there is expected to be a reduction in 267 daily car trips to the site. The decrease in traffic expected to have a positive impact on the operation of local highway network and public transport services.

8.6 The is expected to be a net decrease of 984 trips by active travel modes (walking and cycling). Whilst it is acknowledge there is a significant reduction in the number of active travel mode trips to the site, it is considered to be negligible as the existing footway network and cycle network are considered to be comprehensive, wide and well placed to accommodate to accommodate these trips.

Parking impacts

8.7 The proposed Belsize Studio is located within a CPZ (CA-B Belsize) with parking restricted for permit holders between Monday to Friday, 09:00 to 18:30. This will prevent staff from parking within the vicinity of the site throughout the day during weekdays and will severely limit car use.

8.8 Development proposals are not anticipated to generate any additional long stay parking demand, although it is acknowledged cars dropping off and collecting students may be parked briefly. Given

the ages of the students (13-19) this is anticipated to be a 'Kiss and Drop' style drop-off and collection with parking demand anticipated to be less than five minutes. There is considered to be a large net decrease in car trips as discussed above, therefore any parking demand generated by Belsize Studio is not considered to have any detrimental impact on the parking availability on Belsize Park Gardens or surrounding streets.

8.9 Delivery and servicing trips are mostly anticipated to occur outside of network peak hours with maximum dwelling time of 15 minutes. Delivery and servicing is not considered to impact availability of parking on Belsize Park Gardens or surrounding streets.

Road safety

8.10 An assessment of PIA data within the vicinity of the site presented in Section 4.0 of this report indicates that seven serious accidents occurred over the study period. It was concluded that all no patterns of the operation of the highway network attributed to accidents. It was also noted that accidents occurred in the evening, at the weekend, during school holidays or at times students would not be travelling to/ from the site.

8.11 The proposed development is expected to produce relatively low levels of pedestrian, cycle and vehicular traffic with the majority of vehicular movements occurring within school peak times when no accidents were recorded. Additionally, the development will provide a significant overall, net increase in daily trips permitted to and from the site. subsequently, no road safety impacts are anticipated.

Summary

8.12 An ATZ has identified a temporary issue (due to road works) with one of the key routes however this issue is considered not to have a direct impact on the proposed development and would not discourage users to travel by sustainable modes to/ from the development.

8.13 There will be an overall net decrease in permitted trips to the site as a result of the proposed development. No impacts on operation of the local highway network or public transport service operations are expected.

8.14 Development proposals are not anticipated to generate any additional long stay parking demand, There is considered to be a large net decrease in car trips as discussed above, therefore any parking demand generated by Belsize Studio is not considered to have any detrimental impact on the parking availability on Belsize Park Gardens or surrounding streets.

8.15 A review of accident data has confirmed that none of the accidents in the study area are linked to the operation of the schools in the surrounding area which could exacerbated by bringing forward the development proposals.

9.0 MITIGATION STRATEGY

9.1 This section summaries the mitigation measures that will be implemented to address any transport impacts.

Physical measures

9.2 Cycle parking is provided on site for 30 long stay cycle parking spaces and two short stay cycle parking spaces in line with London Plan and BREEAM minimum requirements. Cycle parking is intended for use of students, staff and visitors and demonstrates the development proposals are maximising opportunities to encourage sustainable travel.

School Travel Plan

9.3 An STP has been produced for the proposed Belsize Studio. The STP sets out a range of measures to address transport impacts produced by the college and aims to promote sustainable and reduce or eliminate car demand.

9.4 The objectives of the STP are as follows:

i. Make sure that the whole college community is aware of the STP and the objectives of the STP.

ii. To influence staff travel behaviour away from single car occupancy, encouraging walking, cycling and the use of public transport for journeys to and from the college.

iii. To minimise the impact on the local community of additional trips associated with staff, students and visitors by minimising pollution and congestion.

iv. To show a commitment to improving traffic conditions within the local area associated with the proposed expansion.

v. To reduce the adverse effects on health associated with increased vehicle use.

vi. To reduce air pollution and the consumption of fossil fuels.

vii. To increase the attractiveness, and hence the proportion of journeys made to and from the site by sustainable modes of transport such as cycling.

viii. To reduce the cost to staff on their journey to the school by promoting alternatives that are both cheaper and more environmentally friendly.

ix. To demonstrate commitment to promoting sustainable transport choices and

reducing the traffic impact of the development on the local community.

9.5 The measures of the STP aimed at minimising the impact of proposed development are as follows:

i. Introduction of no car use policy which restricts staff from driving to the proposed Belsize Studio.

ii. Introduction of 30 long stay cycle parking spaces and two short stay cycle parking spaces in excess of predicted demand in anticipated of take up of cycling by staff and students.

iii. Implementation of cycle to work scheme for staff in which school contributes towards staff bicycle purchase.

iv. Cycling awareness program for staff, parents and students sharing knowledge on local cycle routes and facilities.

v. Free bike training program for staff and students to support learning and safety requirements.

vi. Promoting to active travel such as walking and cycling to reduce pressure on public transport especially during peak hours.

vii. Provide up to data information on local public transport available to staff and parent on the school website.

viii. Promote use of active travel modes such as walking and cycling and use of public transport for visitors through school website.

Delivery and Servicing Plan

9.6 Further details of delivery and servicing activities are included within the dedicated DSP that has been produced for the site and will be submitted separately to support the planning application. The DSP demonstrates how the delivery and servicing will be managed for proposed Belsize Studio to prevent any adverse impact on the local highway network, particularly Belsize Park Gardens.

Draft Construction Management Plan

9.7 A draft Construction Management Plan (CMP) has been produced for the development proposals using Camden's CMP pro forma and will be submitted in draft part of the planning application. The draft CMP provides initial details/assumptions with respect to construction traffic

management, construction and environmental measures during the construction phase. A CMP is expected to be required as planning condition and will be submitted once a principal contractor is appointed.

Summary

9.8 The mitigation strategy demonstrates that any residual impact resultant of the development can be addressed and therefore the development proposals should be considered acceptable in transport and highways terms.

10.0 CONCLUSIONS

10.1 The conclusions of this report are as follows:

i. The development proposals are to provide new facilities for HFAC at 81 Belsize Park Gardens, Camden, NW3 4NJ. The development will be occupied by 200 students and 30 staff.

ii. Properties at 81b Belsize Park Gardens, Lambolle Place and Lancaster Stables will cease to be used by HFAC and will be redeveloped for alternative uses as part of separate planning applications.

iii. Proposal include pedestrian and cycle access to the Belsize Studio retained from Belsize Park Gardens to the east of the site. There are two proposed entrances at this location. Direct access to the cycle and bin stores is provided through the northern door. No vehicular access to the site is proposed. No vehicular access is provided as the development is car free.

iv. Cycle parking is provided in accordance with minimum requirements set out in the London Plan and Camden Planning Guidance. The development will be car free and therefore no parking on or off-site is provided.

v. No changes to parking, delivery or servicing arrangement are proposed as a result of the proposed Belsize Studio. Strategy will remain in line with the existing 81b Belsize Park Gardens, 24 Lambolle Place and Lancaster Stables site.

vi. Information provided by HFAC and onsite observations indicate low levels of car use by HFAC users. A significant majority of staff and students use public transport and walking.

vii. Site observations indicate that arrivals and departures of staff and students from HFAC's England's Lane Campus is spread out throughout the day with minor peak between 08:45 and 09:00.

viii. As a result of the relocation to Belsize Studio, there will be a net increase of trips student and staff numbers and in turn trips. However, development proposals are anticipated to produce significantly fewer daily trips than the former SpringHealth Leisure Club (and current permitted E class use) resulting in an overall net decrease in daily trips to the site.

ix. The majority of trips to Belsize Studio will be made by sustainable modes of travel by both students and staff. A small number of car drop-off and collection trips are

expected by students; however these trips will not generate long stay parking demand.

x. Despite an overall net decrease in trips by all modes resultant of development proposals, This TA is supported by STP, DSP and draft CMP demonstrating that transport impacts will be monitored and addressed during construction and operation of Belsize Studio.

xi. With the mitigation strategy in place, it is considered that the transport impacts of the development have been addressed and the development should be considered acceptable in transport and highways terms.

Robert West

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Appendix A – Proposed site plans

Notes:

Key

Application site
GIA = 819m²

Applicant's land ownership
GIA = 723m²

Proposed building Total GIA = 1311m²

A
(GA) 001

Proposed Site Plan
Scale 1:500

0 5 10 15 20 25 50 Metre
Paper Scale 1:500

N

Rev	Date	Issue	Drawn	Check
-	09/08/2023	Issued to Consultants for Coordination	SC	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
81 Belsize Park Gardens

Client :
Fine Arts College Ltd

Address :
81 Belsize Park Gardens, Belsize Park, London NW3 4NJ

Date :
04/08/2023

Scale @ A3 :
1:500

Drawing Title :
Proposed Site Plan

Drawing No. :
4279 CDC XX RL DR A (GA) 001

Rev. :
-

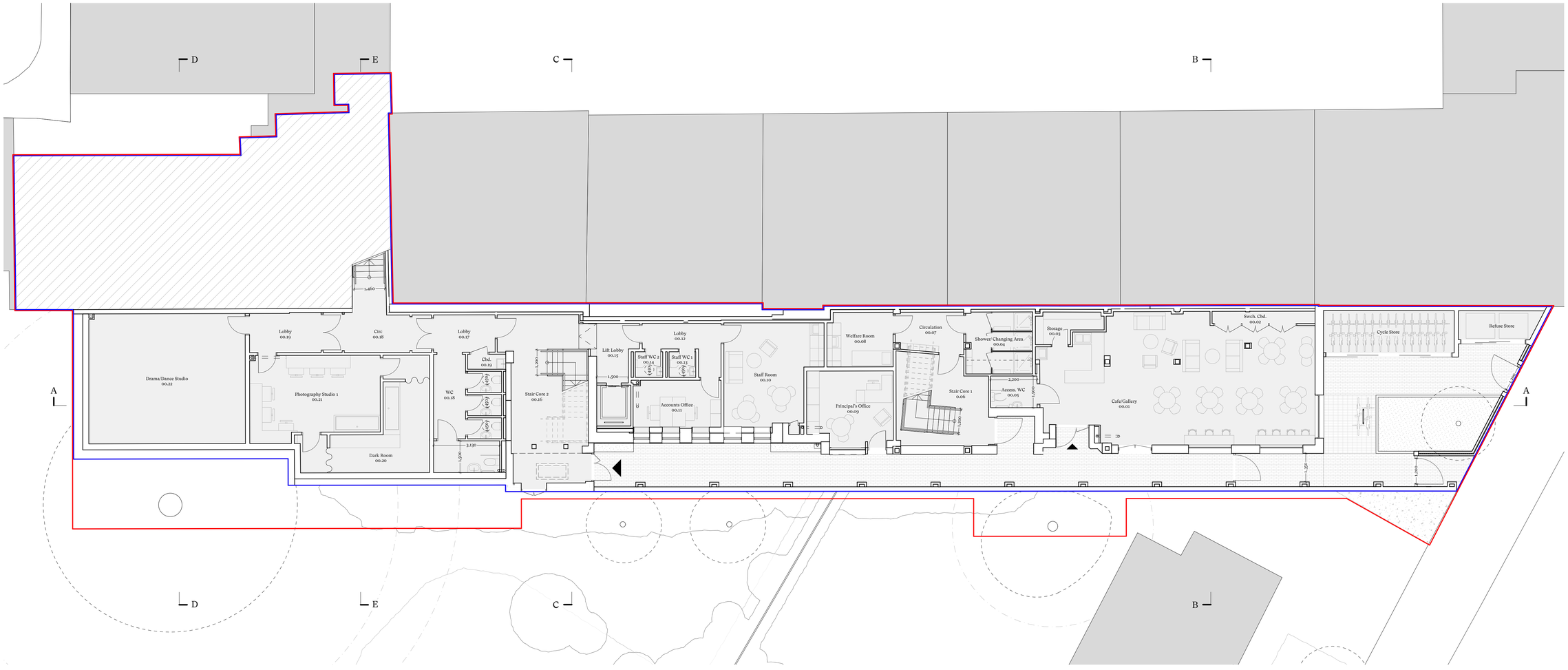
Notes:

Key

Application site
GIA = 81m²

Applicant's land ownership
GIA = 723m²

Proposed building Total GIA = 1311m²



B (GA) 100 **Ground Floor Plan**
Scale 1:100

0 1 2 3 4 5 10 Metre
Paper Scale 1:100

Rev	Date	Issue	Drawn	Check
H	09/08/2023	Issued to Consultants for Coordination	SC	RD
G	31/07/2023	Stage 3 Cost Issue	SC	RD
F	17/07/2023	Design Freeze for Coordination	CW	SC
E	11/07/2023	Issued to Client for comment	SC	RD
D	19/06/2023	Issued to Consultants for Coordination	SC	RD
C	02/06/2023	Stage 3 issue to cost consultant	CW	SC

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
81 Belsize Park Gardens

Client :
Fine Arts College Ltd

Address :
81 Belsize Park Gardens, Belsize Park, London NW3 4NJ

Date : 24/02/2023

Scale @ A1 : 1:100

Drawing Title :
Proposed Ground Floor Plan

Drawing No. : 4279 CDC XX GR DR A (GA) 100

Rev. : H

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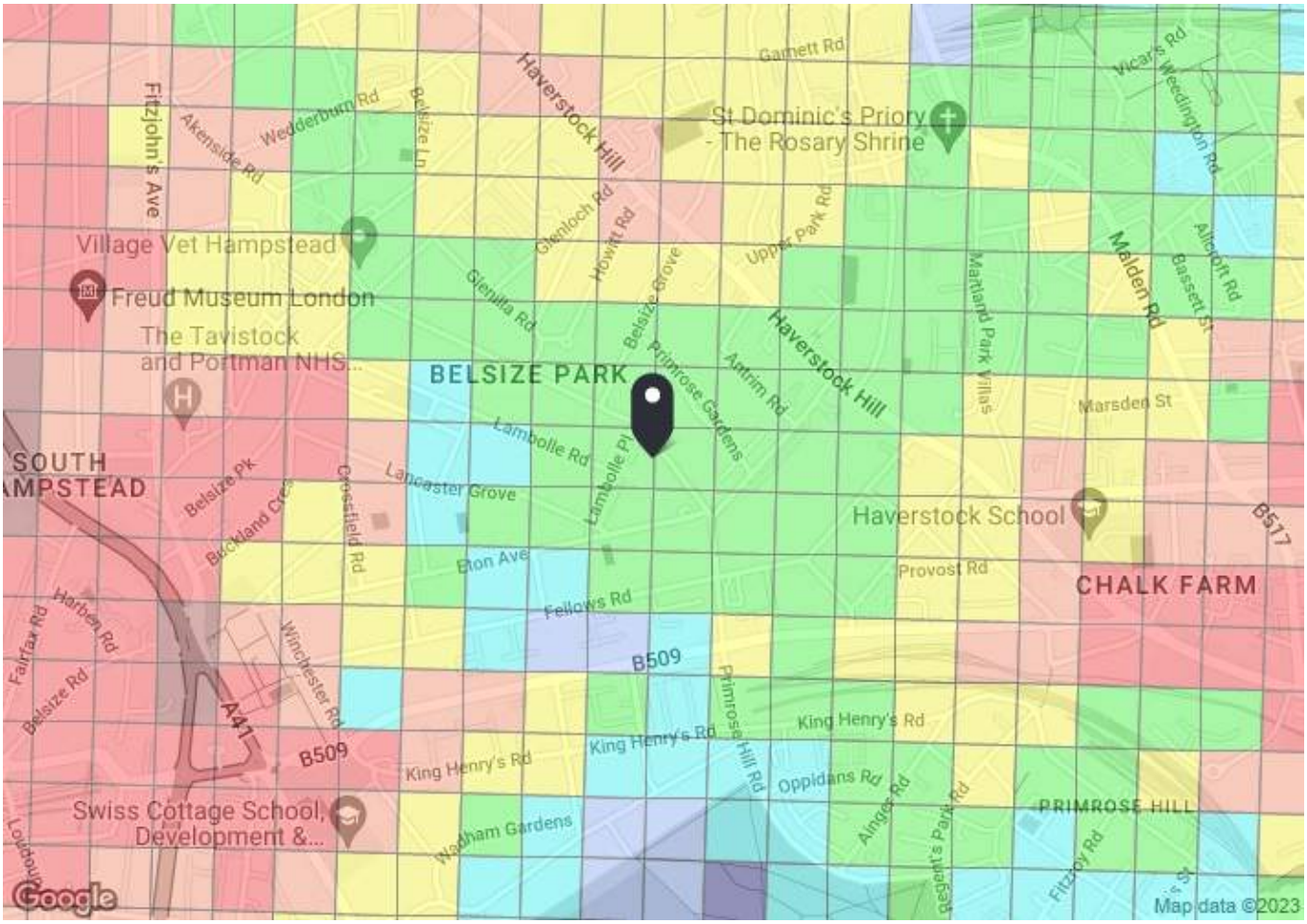
Appendix B – PTAL report

TRANSPORT FOR LONDON



PTAL output for Base Year
3

NW3 4NJ
Belsize Park Gardens, Belsize Park, London NW3 4NJ, UK
Easting: 527396, Northing: 184639

Grid Cell: 101985

Report generated: 15/02/2023

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BELSIZE PARK GARDENS	268	589.02	5	7.36	8	15.36	1.95	0.5	0.98
Bus	ADELAIDE R PRIMROSE HL R	31	464.01	10	5.8	5	10.8	2.78	0.5	1.39
Bus	HAVERSTOCK H DOWNSIDE CR	168	456.15	9	5.7	5.33	11.04	2.72	0.5	1.36
Bus	Englands L Belsize Pk Gs	C11	309.04	7.5	3.86	6	9.86	3.04	1	3.04
LUL	Belsize Park	'Edgware-Morden'	593.33	9	7.42	4.08	11.5	2.61	0.5	1.3
LUL	Belsize Park	'Morden-Edgware'	593.33	4.67	7.42	7.17	14.59	2.06	0.5	1.03
LUL	Belsize Park	'Kennington-Edgware'	593.33	14.67	7.42	2.79	10.21	2.94	1	2.94
									Total Grid Cell AI:	**12.04**

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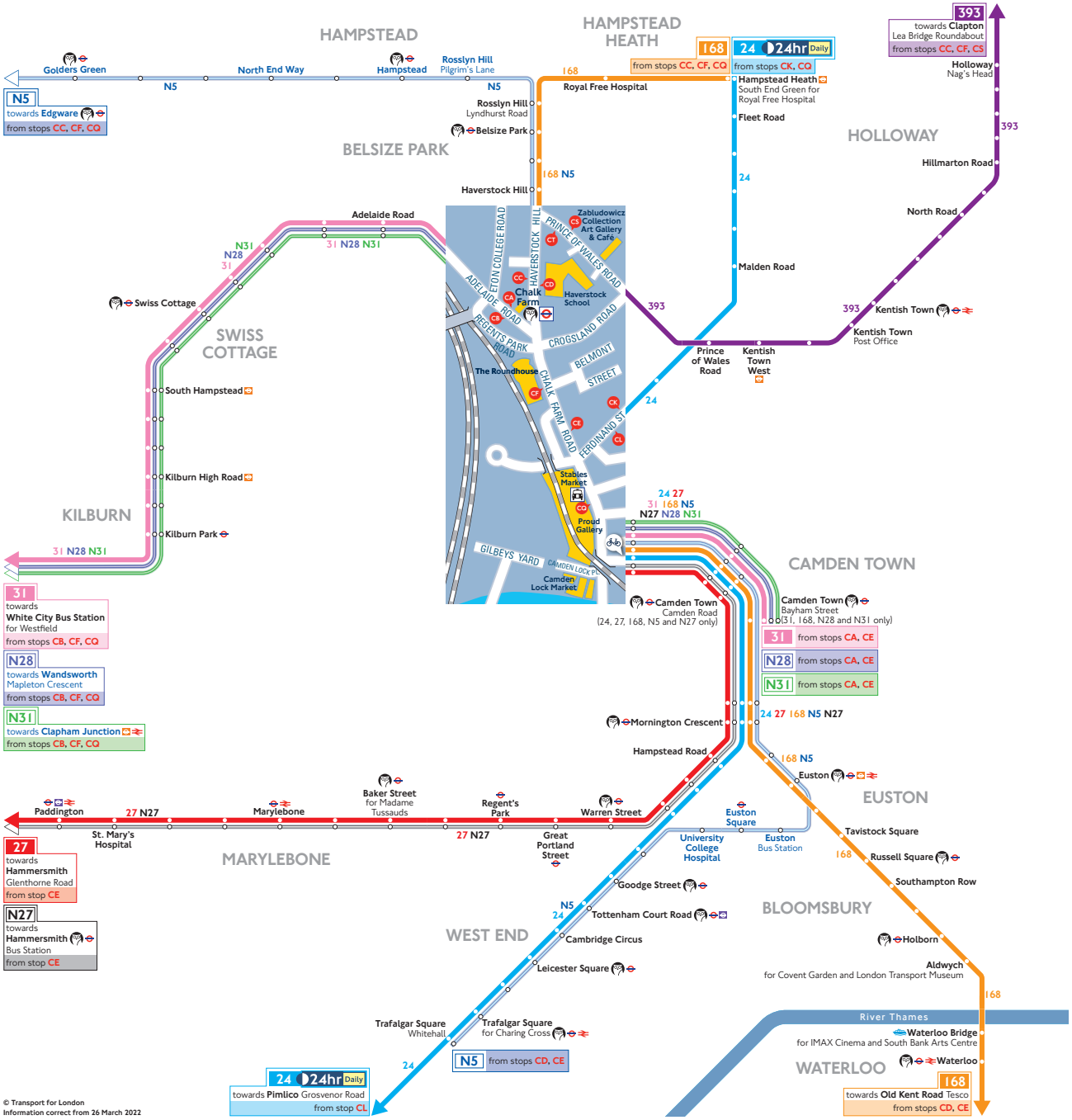
Appendix C – Bus maps

Buses from Chalk Farm



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

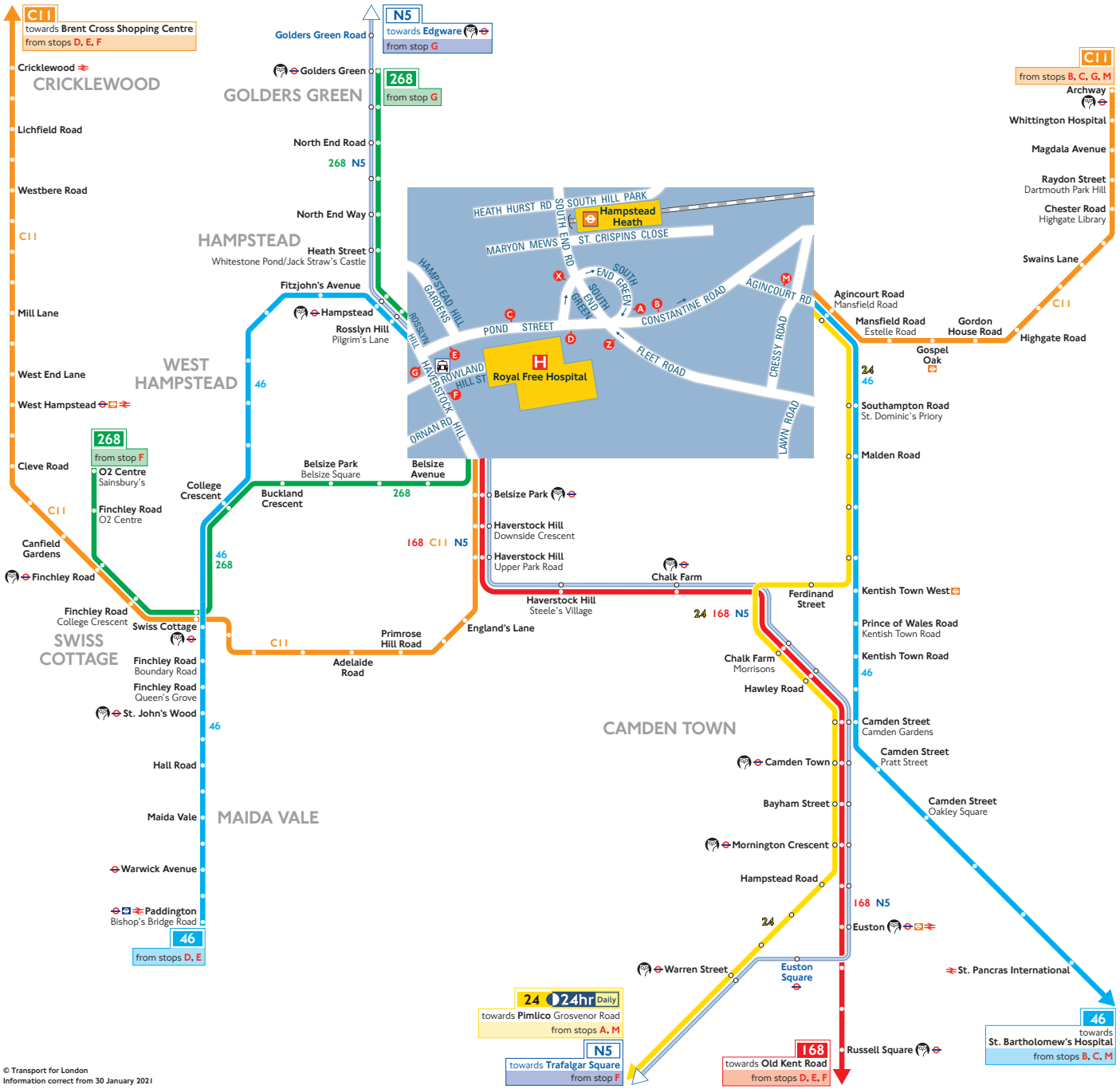
Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1922.02.22 (P)

Buses from Hampstead Heath (Royal Free Hospital)



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1690.01.21 (P)

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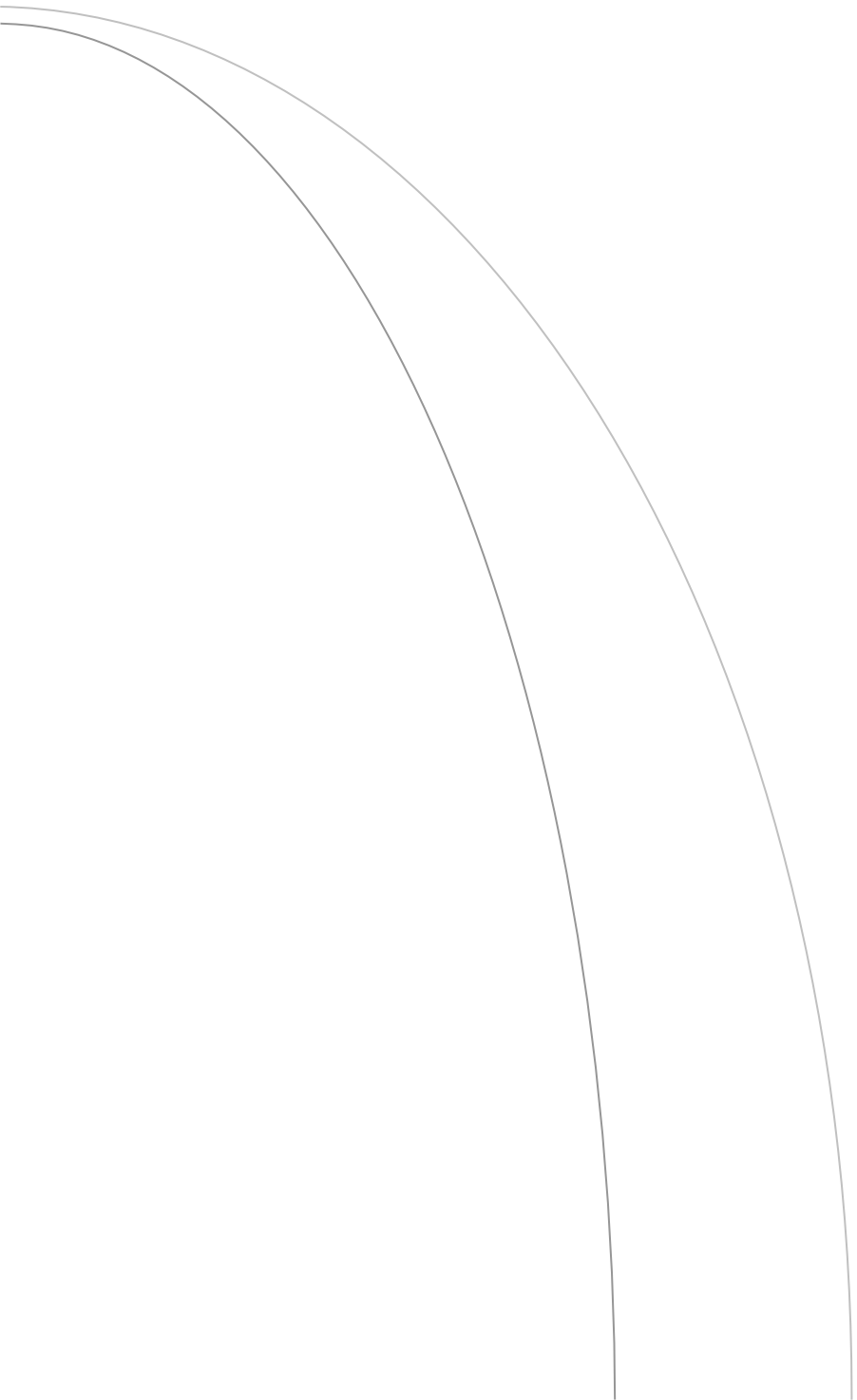
Appendix D – PIA data



5907/001/001F

crashmap.co.uk

Validated Data

Crash Date:	Thursday, August 30, 2018	**Time of Crash:**	8:48:00 AM	**Crash Reference:**	**2018010155104**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Camden			**Number of Vehicles:**	2
Local Authority:	Camden London Borough			**OS Grid Reference:**	527490 184550
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Unknown				

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

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	Pedal cycle	-1	Male	26 - 35	Unknown	Front	Commuting to/from work	Unknown	Unknown
2	Car (excluding private hire)	3	Unknown	Unknown	Unknown	Back	Unknown	Unknown	Unknown

Casualties

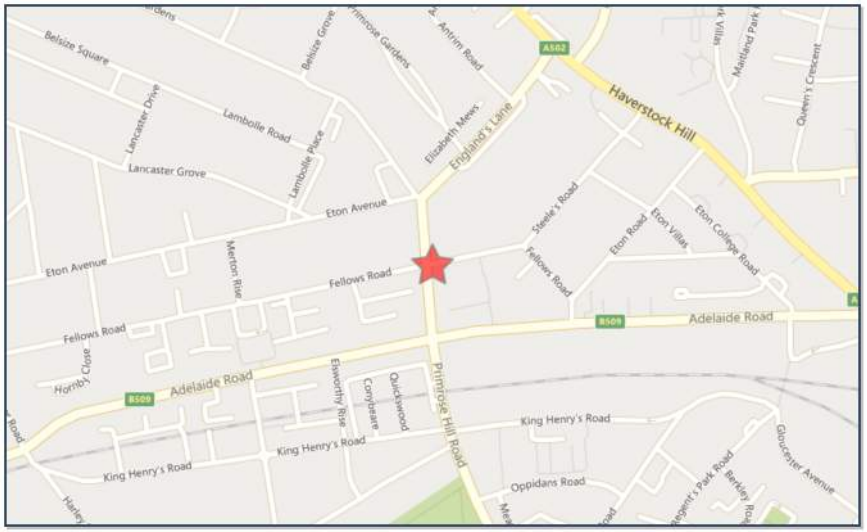
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, April 17, 2020	**Time of Crash:**	7:20:00 PM	**Crash Reference:**	**2020010245288**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	Camden			**Number of Vehicles:**	3
Local Authority:	Camden London Borough			**OS Grid Reference:**	527509 184455
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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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	Bus or coach (17+ passenger seats)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	6	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Pedal cycle	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from 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
3	2	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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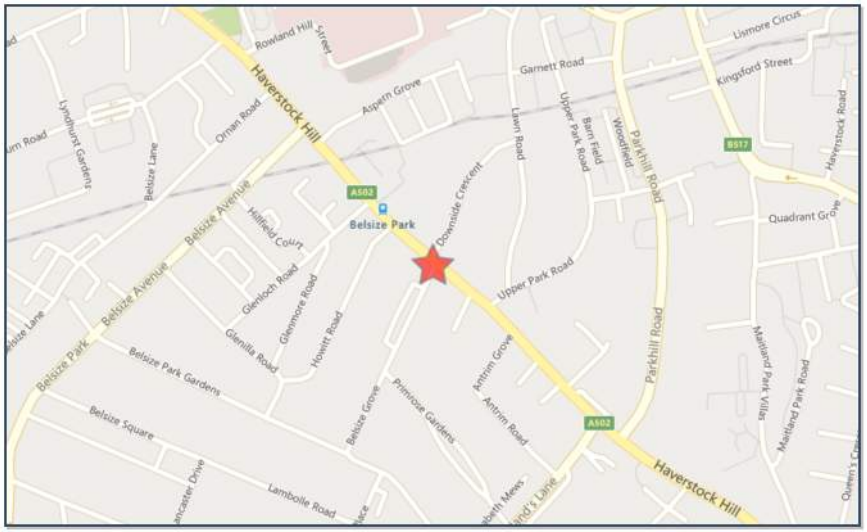
Validated Data

Crash Date:	Sunday, August 13, 2017	**Time of Crash:**	10:45:00 AM	**Crash Reference:**	**2017010053708**

Highest Injury Severity:	Serious	**Road Number:**	A502	**Number of Casualties:**	1
Highway Authority:	Camden			**Number of Vehicles:**	2
Local Authority:	Camden London Borough			**OS Grid Reference:**	527430 185010
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:	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				



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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	Did not impact	Unknown	None	None
2	Car (excluding private hire)	15	Male	16 - 20	Vehicle is in the act of turning right	Did not impact	Unknown	None	None

Casualties

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

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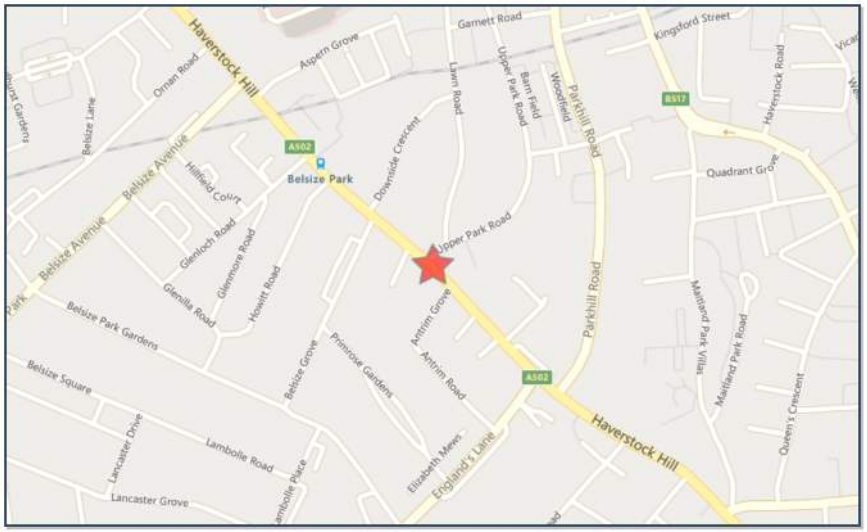
Validated Data

Crash Date:	Wednesday, April 17, 2019	**Time of Crash:**	6:40:00 PM	**Crash Reference:**	**2019010175670**

Highest Injury Severity:	Serious	**Road Number:**	A502	**Number of Casualties:**	1
Highway Authority:	Camden			**Number of Vehicles:**	2
Local Authority:	Camden London Borough			**OS Grid Reference:**	527523 184946
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
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				



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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 500cc	6	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Car (excluding private hire)	16	Male	66 - 75	Vehicle is waiting to proceed normally but is held up	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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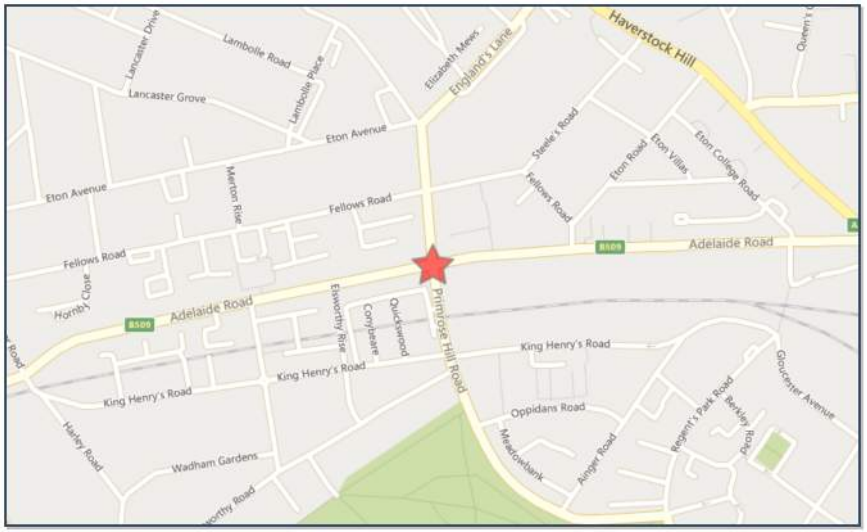
Validated Data

Crash Date:	Wednesday, January 16, 2019	**Time of Crash:**	8:36:00 PM	**Crash Reference:**	**2019010157901**

Highest Injury Severity:	Serious	**Road Number:**	B509	**Number of Casualties:**	1
Highway Authority:	Camden			**Number of Vehicles:**	2
Local Authority:	Camden London Borough			**OS Grid Reference:**	527513 184343
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	20				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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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)	-1	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Motorcycle over 125cc and up to 500cc	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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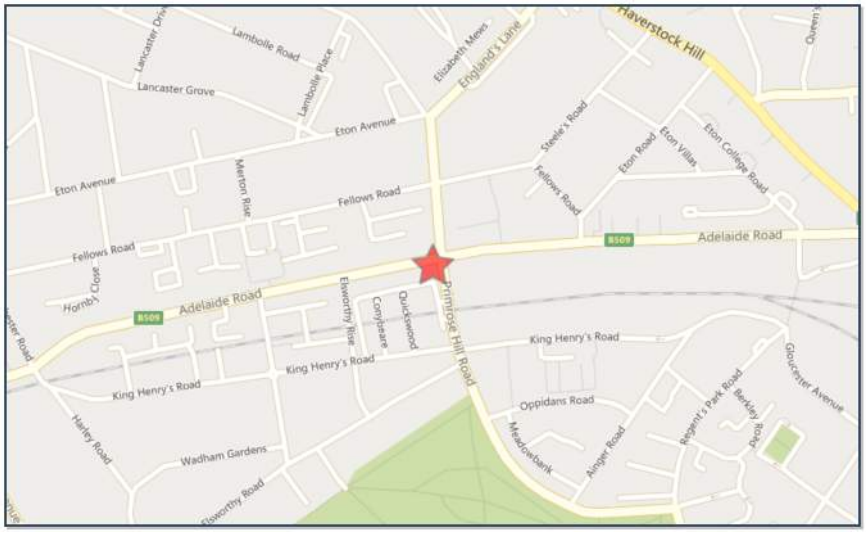
Validated Data

Crash Date:	Sunday, July 01, 2018	**Time of Crash:**	7:00:00 PM	**Crash Reference:**	**2018010118012**

Highest Injury Severity:	Serious	**Road Number:**	B509	**Number of Casualties:**	1
Highway Authority:	Camden			**Number of Vehicles:**	2
Local Authority:	Camden London Borough			**OS Grid Reference:**	527500 184330
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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	3	Male	16 - 20	Vehicle is passing a stationary vehicle on its offside	Front	Journey as part of work	None	None
2	Motorcycle 50cc and under	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	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	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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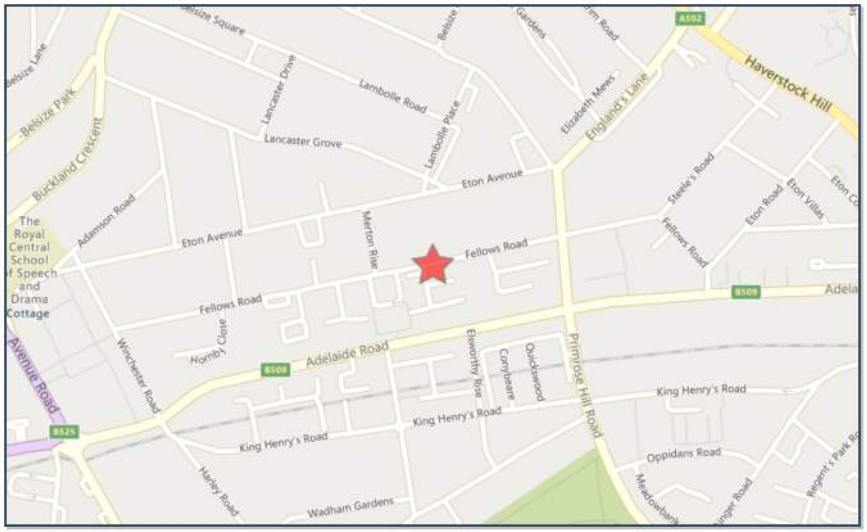
Validated Data

Crash Date:	Monday, February 08, 2021	**Time of Crash:**	1:30:00 PM	**Crash Reference:**	**2021010295094**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Camden			**Number of Vehicles:**	1
Local Authority:	Camden London Borough			**OS Grid Reference:**	527308 184409
Weather Description:	Other				
Road Surface Description:	Snow				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Roundabout				
Junction Control:	Unknown				



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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	Pedal cycle	-1	Male	26 - 35	Unknown	Front	Unknown	Unknown	Unknown

Casualties

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

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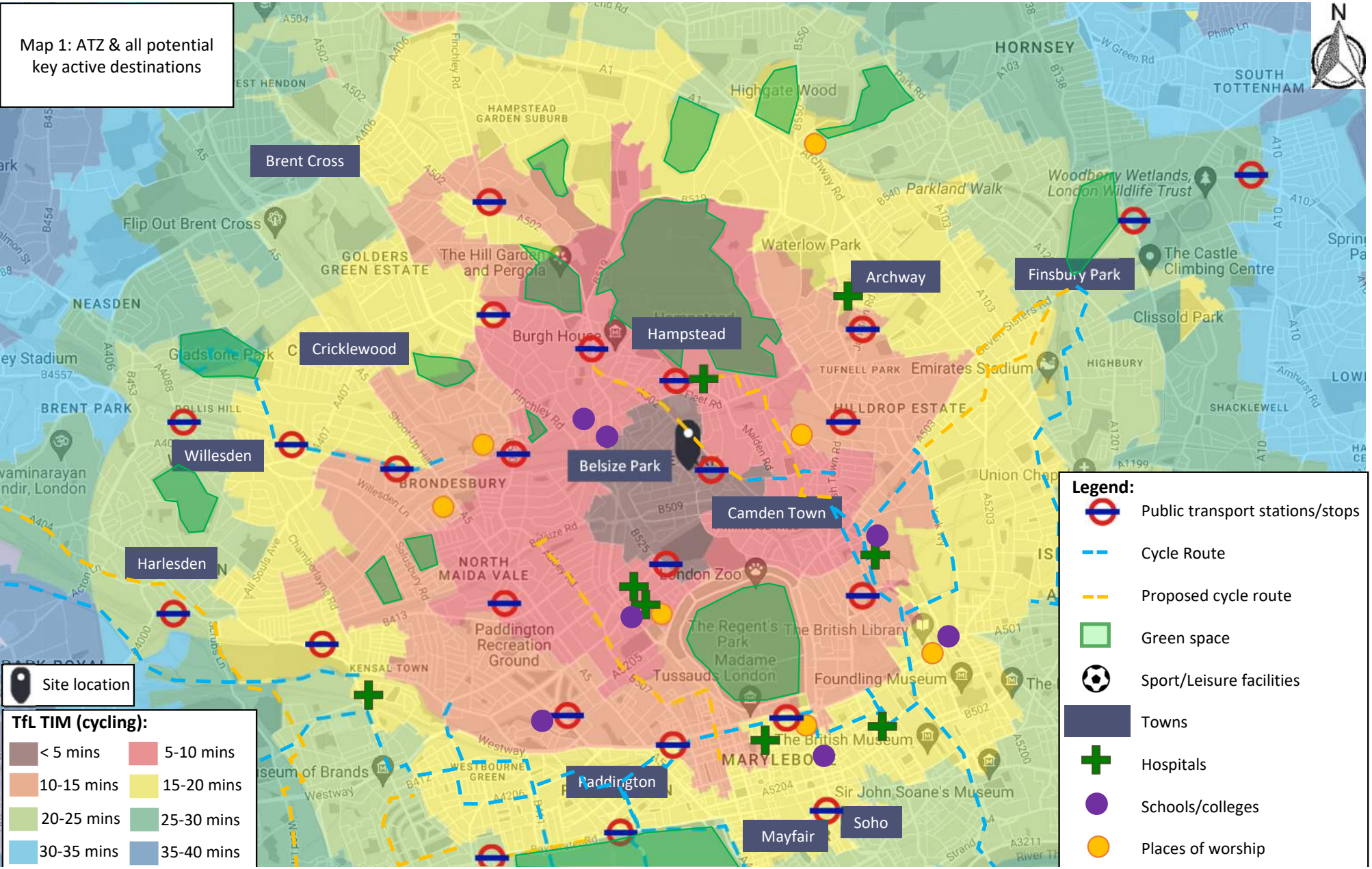
Appendix E – ATZ maps

Map 1: ATZ & all potential key active destinations




Map 2 – Active Travel Zone Neighbourhood Map
Site
ATZ assessment area
Route to Belsize Park LU Station/bus stops/ proposed cycle superhighway 6
Route to Royal Free Hospital & Hampstead Heath Overground Station
Route to bus stops/food outlets/general stores/ GP/Pharmacy on England's Lane
Route to Swiss Cottage LU Station
Accidents (serious)
Public transport stops
N
Keats House
Hampstead Heath
Royal Free Hospital
AIR Studios
Isokon Flats
Premier Inn London Hampstead
Village Vet Hampstead
NOX Belsize Park
BELSIZE PARK
The Washington
Zabludowicz Collection
Haverstock School
CHALK FARM
Swiss Cottage
London Marriott Hotel Regents Park
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Map 3 –ATZ Neighbourhood healthy characteristics check
Site
ATZ assessment area
Public transport stops
Green spaces
Residential
Retail/commercial
Education
N
Keats House
Hampstead Heath
Royal Free Hospital
B518
AIR Studios
A502
Isokon Flats
Premier Inn London Hampstead
Akenside Rd
Village Vet Hampstead
NOX Belsize Park
Glenilla Rd
BELSIZE PARK
Belsize Ln
Belsize Square
Lambolle Rd
England's Lane
The Washington
Haverstock Hill
Parkhill Rd
Queens Cres
Malden Rd
Bassett St
Allcroft Rd
Zabludowicz Collection
Kentish Town
Haverstock School
CHALK FARM
Chalk Farm
Steele's Rd
Eton Villas
Eton Rd
Eton Ave
Fellows Rd
Belsize Pk
Fairfax Rd
Swiss Cottage
London Marriott Hotel Regents Park
A41
Primrose Hill
King Henry's Rd
Amy Winehouse St
Google
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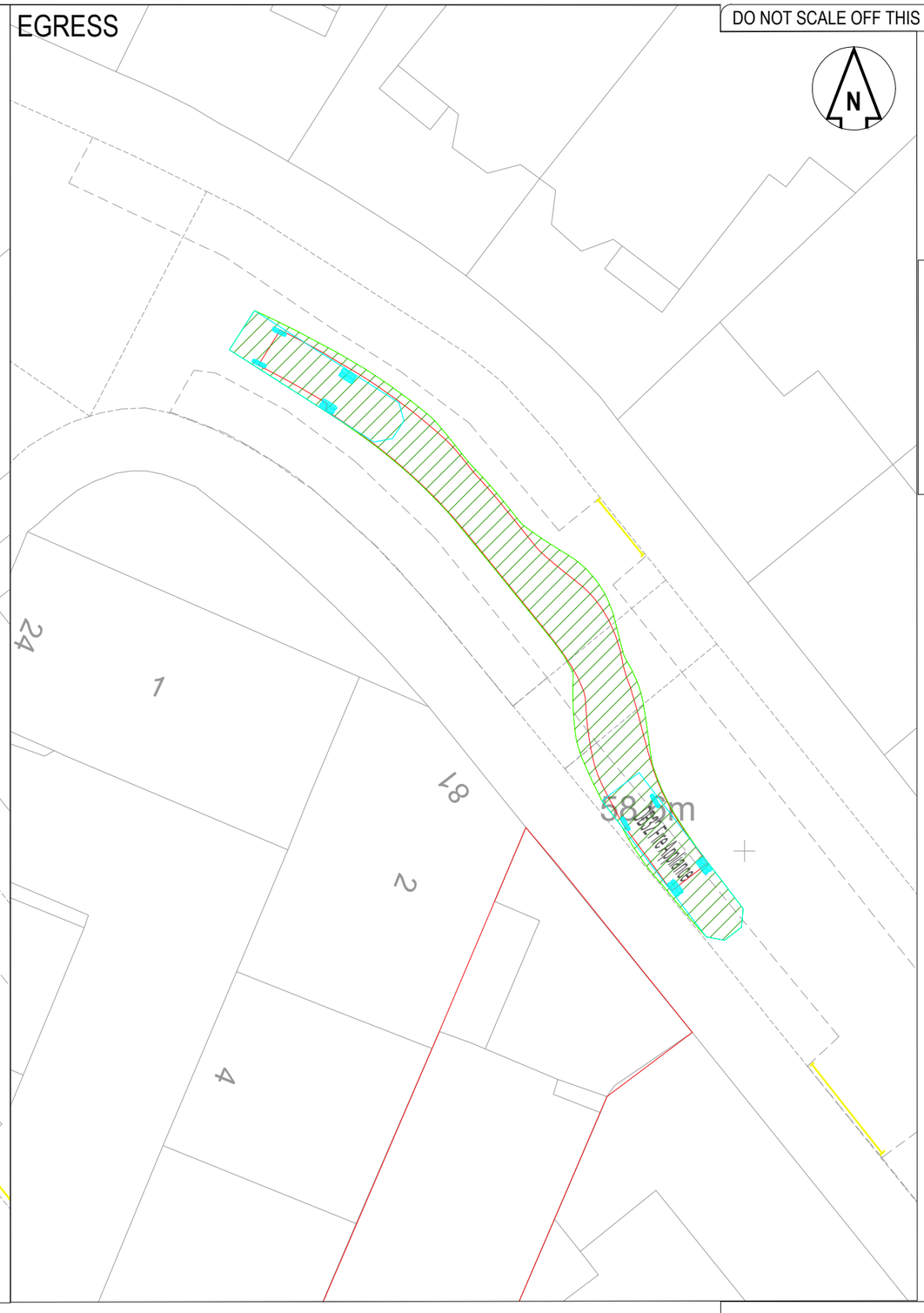
Appendix F – Swept path analysis

ACCESS

EGRESS



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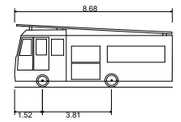
Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

FOR INFORMATION

DUKES EDUCATION

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www.robertwest.co.uk

Project
81 BELSIZE PARK GARDENS

Drawing Title
SWEPT PATH ANALYSIS
FIRE TENDER

1:500
RWCL Internal Register reference: 5907-001 Scales @ A3

5907-001-001-P03

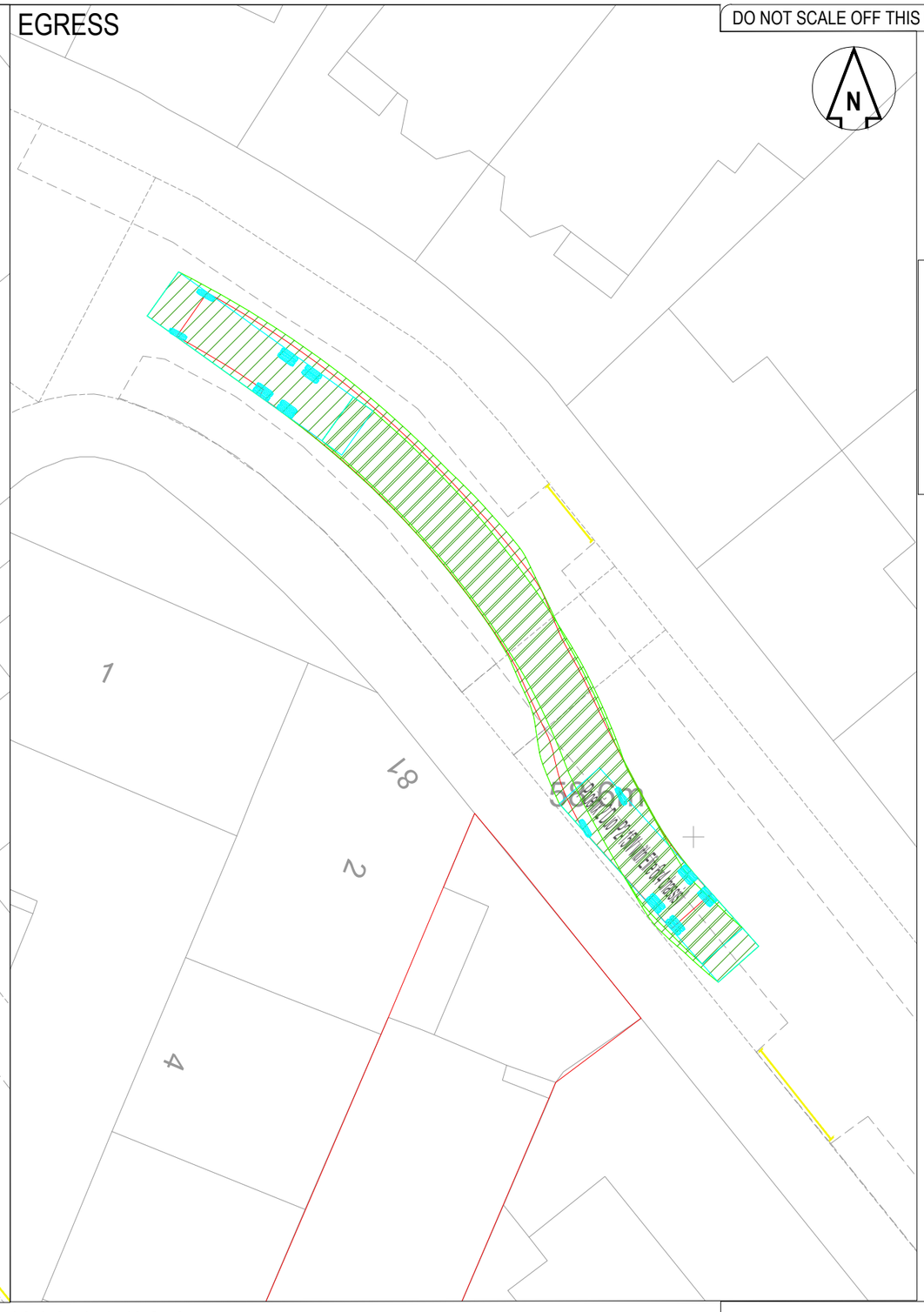
Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	AA	AG	AMI	27/02/2023
P02	UPDATED TRACKING	NB	WH	SB	11/08/2023
Current Revision					
P03	MINOR AMENDMENTS	NB	WH	SB	14/08/2023

ACCESS

EGRESS



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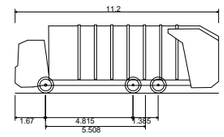
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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Project
81 BELSIZE PARK GARDENS

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE

1:500

RWCL Internal Register reference: 5907-001 Scales @ A3

5907-001-002-P03

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	AA	AG	AMI	27/02/2023
P02	UPDATED TRACKING	NB	WH	SB	11/08/2023
	Current Revision				
P03	MINOR AMENDMENTS	NB	WH	SB	14/08/2023

ACCESS

EGRESS

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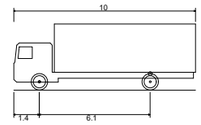
Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

FOR INFORMATION

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Project
81 BELSIZE PARK GARDENS

Drawing Title
SWEPT PATH ANALYSIS
10M RIGID DELIVERY VEHICLE

1:500

RWCL Internal Register reference: 5907-001 Scales @ A3

5907-001-003-P03

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	AA	AG	AMI	27/02/2023
P02	UPDATED TRACKING	NB	WH	SB	11/08/2023
Current Revision					
P03	MINOR AMENDMENTS	NB	WH	SB	14/08/2023

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Appendix G – TRICS outputs

Calculation Reference: AUDIT-144301-230214-0212

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HG	HARINGEY	1 days
	IS	ISLINGTON	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1225 to 1750 (units: sqm)
Range Selected by User: 204 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/22

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	1 days
Thursday	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 undertaking using machines.

Selected Locations:

Edge of Town Centre	2
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:

Development Zone	1
Built-Up Zone	2

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	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

E(d)	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:

50,001 to 100,000	2 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	1 days
0.6 to 1.0	2 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:

Yes	1 days
No	2 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:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-07-K-01 LIFESTYLE FITNESS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 1750 sqm
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

2 HG-07-K-02 THE GYM HARINGEY
LORDSHIP LANE
WOOD GREEN

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1440 sqm
Survey date: THURSDAY *18/09/14* *Survey Type: MANUAL*

3 IS-07-K-02 THE GYM ISLINGTON
GOSWELL ROAD
ANGEL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1225 sqm
Survey date: TUESDAY *28/06/16* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-07-K-01	Location
TW-07-K-01	Location

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 8.26

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	1.087	3	1472	0.362	3	1472	1.449
07:00 - 08:00	3	1472	0.521	3	1472	0.974	3	1472	1.495
08:00 - 09:00	3	1472	0.453	3	1472	0.498	3	1472	0.951
09:00 - 10:00	3	1472	0.566	3	1472	0.385	3	1472	0.951
10:00 - 11:00	3	1472	0.362	3	1472	0.521	3	1472	0.883
11:00 - 12:00	3	1472	0.385	3	1472	0.362	3	1472	0.747
12:00 - 13:00	3	1472	0.498	3	1472	0.430	3	1472	0.928
13:00 - 14:00	3	1472	0.430	3	1472	0.498	3	1472	0.928
14:00 - 15:00	3	1472	0.566	3	1472	0.544	3	1472	1.110
15:00 - 16:00	3	1472	0.430	3	1472	0.498	3	1472	0.928
16:00 - 17:00	3	1472	0.566	3	1472	0.544	3	1472	1.110
17:00 - 18:00	3	1472	0.815	3	1472	0.294	3	1472	1.109
18:00 - 19:00	3	1472	1.155	3	1472	1.087	3	1472	2.242
19:00 - 20:00	3	1472	1.065	3	1472	1.223	3	1472	2.288
20:00 - 21:00	3	1472	0.725	3	1472	1.110	3	1472	1.835
21:00 - 22:00	3	1472	0.249	3	1472	0.747	3	1472	0.996
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.873			10.077			19.950

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.*

Parameter summary

Trip rate parameter range selected:	1225 - 1750 (units: sqm)
Survey date date range:	01/01/14 - 19/11/22
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:	2

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
08:00 - 09:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
17:00 - 18:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
18:00 - 19:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
19:00 - 20:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
08:00 - 09:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
19:00 - 20:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.113	3	1472	0.045	3	1472	0.158
07:00 - 08:00	3	1472	0.272	3	1472	0.159	3	1472	0.431
08:00 - 09:00	3	1472	0.159	3	1472	0.272	3	1472	0.431
09:00 - 10:00	3	1472	0.181	3	1472	0.181	3	1472	0.362
10:00 - 11:00	3	1472	0.068	3	1472	0.068	3	1472	0.136
11:00 - 12:00	3	1472	0.113	3	1472	0.113	3	1472	0.226
12:00 - 13:00	3	1472	0.181	3	1472	0.068	3	1472	0.249
13:00 - 14:00	3	1472	0.113	3	1472	0.136	3	1472	0.249
14:00 - 15:00	3	1472	0.091	3	1472	0.023	3	1472	0.114
15:00 - 16:00	3	1472	0.068	3	1472	0.136	3	1472	0.204
16:00 - 17:00	3	1472	0.113	3	1472	0.045	3	1472	0.158
17:00 - 18:00	3	1472	0.227	3	1472	0.091	3	1472	0.318
18:00 - 19:00	3	1472	0.249	3	1472	0.249	3	1472	0.498
19:00 - 20:00	3	1472	0.159	3	1472	0.227	3	1472	0.386
20:00 - 21:00	3	1472	0.136	3	1472	0.340	3	1472	0.476
21:00 - 22:00	3	1472	0.136	3	1472	0.227	3	1472	0.363
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.379			2.380			4.759

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	1.178	3	1472	0.294	3	1472	1.472
07:00 - 08:00	3	1472	0.612	3	1472	0.951	3	1472	1.563
08:00 - 09:00	3	1472	0.521	3	1472	0.521	3	1472	1.042
09:00 - 10:00	3	1472	0.612	3	1472	0.453	3	1472	1.065
10:00 - 11:00	3	1472	0.408	3	1472	0.612	3	1472	1.020
11:00 - 12:00	3	1472	0.453	3	1472	0.430	3	1472	0.883
12:00 - 13:00	3	1472	0.498	3	1472	0.476	3	1472	0.974
13:00 - 14:00	3	1472	0.544	3	1472	0.521	3	1472	1.065
14:00 - 15:00	3	1472	0.612	3	1472	0.702	3	1472	1.314
15:00 - 16:00	3	1472	0.544	3	1472	0.566	3	1472	1.110
16:00 - 17:00	3	1472	0.634	3	1472	0.612	3	1472	1.246
17:00 - 18:00	3	1472	0.883	3	1472	0.317	3	1472	1.200
18:00 - 19:00	3	1472	1.495	3	1472	1.065	3	1472	2.560
19:00 - 20:00	3	1472	1.268	3	1472	1.563	3	1472	2.831
20:00 - 21:00	3	1472	0.883	3	1472	1.518	3	1472	2.401
21:00 - 22:00	3	1472	0.249	3	1472	0.951	3	1472	1.200
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.394			11.552			22.946

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	1.835	3	1472	0.680	3	1472	2.515
07:00 - 08:00	3	1472	1.223	3	1472	1.812	3	1472	3.035
08:00 - 09:00	3	1472	1.133	3	1472	1.631	3	1472	2.764
09:00 - 10:00	3	1472	1.540	3	1472	1.110	3	1472	2.650
10:00 - 11:00	3	1472	1.676	3	1472	1.200	3	1472	2.876
11:00 - 12:00	3	1472	1.608	3	1472	1.336	3	1472	2.944
12:00 - 13:00	3	1472	2.831	3	1472	1.971	3	1472	4.802
13:00 - 14:00	3	1472	2.197	3	1472	2.695	3	1472	4.892
14:00 - 15:00	3	1472	1.540	3	1472	1.812	3	1472	3.352
15:00 - 16:00	3	1472	1.268	3	1472	1.631	3	1472	2.899
16:00 - 17:00	3	1472	1.721	3	1472	1.495	3	1472	3.216
17:00 - 18:00	3	1472	3.737	3	1472	1.721	3	1472	5.458
18:00 - 19:00	3	1472	4.417	3	1472	2.673	3	1472	7.090
19:00 - 20:00	3	1472	4.168	3	1472	4.077	3	1472	8.245
20:00 - 21:00	3	1472	2.265	3	1472	3.307	3	1472	5.572
21:00 - 22:00	3	1472	0.974	3	1472	3.148	3	1472	4.122
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.133			32.299			66.432

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.430	3	1472	0.159	3	1472	0.589
07:00 - 08:00	3	1472	0.272	3	1472	0.408	3	1472	0.680
08:00 - 09:00	3	1472	0.544	3	1472	0.317	3	1472	0.861
09:00 - 10:00	3	1472	0.929	3	1472	0.498	3	1472	1.427
10:00 - 11:00	3	1472	0.544	3	1472	0.566	3	1472	1.110
11:00 - 12:00	3	1472	0.770	3	1472	0.702	3	1472	1.472
12:00 - 13:00	3	1472	0.770	3	1472	0.747	3	1472	1.517
13:00 - 14:00	3	1472	0.657	3	1472	0.544	3	1472	1.201
14:00 - 15:00	3	1472	0.453	3	1472	0.566	3	1472	1.019
15:00 - 16:00	3	1472	0.498	3	1472	0.476	3	1472	0.974
16:00 - 17:00	3	1472	0.725	3	1472	0.680	3	1472	1.405
17:00 - 18:00	3	1472	1.359	3	1472	0.702	3	1472	2.061
18:00 - 19:00	3	1472	1.857	3	1472	1.065	3	1472	2.922
19:00 - 20:00	3	1472	1.336	3	1472	1.518	3	1472	2.854
20:00 - 21:00	3	1472	0.906	3	1472	2.265	3	1472	3.171
21:00 - 22:00	3	1472	0.408	3	1472	1.087	3	1472	1.495
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.458			12.300			24.758

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.317	3	1472	0.113	3	1472	0.430
07:00 - 08:00	3	1472	0.340	3	1472	0.317	3	1472	0.657
08:00 - 09:00	3	1472	0.136	3	1472	0.294	3	1472	0.430
09:00 - 10:00	3	1472	0.204	3	1472	0.181	3	1472	0.385
10:00 - 11:00	3	1472	0.136	3	1472	0.159	3	1472	0.295
11:00 - 12:00	3	1472	0.204	3	1472	0.204	3	1472	0.408
12:00 - 13:00	3	1472	0.408	3	1472	0.249	3	1472	0.657
13:00 - 14:00	3	1472	0.340	3	1472	0.362	3	1472	0.702
14:00 - 15:00	3	1472	0.227	3	1472	0.204	3	1472	0.431
15:00 - 16:00	3	1472	0.362	3	1472	0.204	3	1472	0.566
16:00 - 17:00	3	1472	0.476	3	1472	0.521	3	1472	0.997
17:00 - 18:00	3	1472	0.997	3	1472	0.430	3	1472	1.427
18:00 - 19:00	3	1472	1.744	3	1472	0.974	3	1472	2.718
19:00 - 20:00	3	1472	0.770	3	1472	1.178	3	1472	1.948
20:00 - 21:00	3	1472	0.521	3	1472	0.838	3	1472	1.359
21:00 - 22:00	3	1472	0.181	3	1472	0.521	3	1472	0.702
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.363			6.749			14.112

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.747	3	1472	0.272	3	1472	1.019
07:00 - 08:00	3	1472	0.612	3	1472	0.725	3	1472	1.337
08:00 - 09:00	3	1472	0.680	3	1472	0.612	3	1472	1.292
09:00 - 10:00	3	1472	1.133	3	1472	0.680	3	1472	1.813
10:00 - 11:00	3	1472	0.680	3	1472	0.725	3	1472	1.405
11:00 - 12:00	3	1472	0.974	3	1472	0.906	3	1472	1.880
12:00 - 13:00	3	1472	1.178	3	1472	0.997	3	1472	2.175
13:00 - 14:00	3	1472	0.997	3	1472	0.906	3	1472	1.903
14:00 - 15:00	3	1472	0.680	3	1472	0.770	3	1472	1.450
15:00 - 16:00	3	1472	0.861	3	1472	0.680	3	1472	1.541
16:00 - 17:00	3	1472	1.200	3	1472	1.200	3	1472	2.400
17:00 - 18:00	3	1472	2.356	3	1472	1.133	3	1472	3.489
18:00 - 19:00	3	1472	3.601	3	1472	2.039	3	1472	5.640
19:00 - 20:00	3	1472	2.106	3	1472	2.695	3	1472	4.801
20:00 - 21:00	3	1472	1.427	3	1472	3.103	3	1472	4.530
21:00 - 22:00	3	1472	0.589	3	1472	1.608	3	1472	2.197
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.821			19.051			38.872

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.58

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	3.873	3	1472	1.291	3	1472	5.164
07:00 - 08:00	3	1472	2.718	3	1472	3.647	3	1472	6.365
08:00 - 09:00	3	1472	2.492	3	1472	3.035	3	1472	5.527
09:00 - 10:00	3	1472	3.465	3	1472	2.424	3	1472	5.889
10:00 - 11:00	3	1472	2.831	3	1472	2.605	3	1472	5.436
11:00 - 12:00	3	1472	3.148	3	1472	2.786	3	1472	5.934
12:00 - 13:00	3	1472	4.689	3	1472	3.511	3	1472	8.200
13:00 - 14:00	3	1472	3.851	3	1472	4.258	3	1472	8.109
14:00 - 15:00	3	1472	2.922	3	1472	3.307	3	1472	6.229
15:00 - 16:00	3	1472	2.741	3	1472	3.012	3	1472	5.753
16:00 - 17:00	3	1472	3.669	3	1472	3.352	3	1472	7.021
17:00 - 18:00	3	1472	7.203	3	1472	3.262	3	1472	10.465
18:00 - 19:00	3	1472	9.762	3	1472	6.025	3	1472	15.787
19:00 - 20:00	3	1472	7.701	3	1472	8.562	3	1472	16.263
20:00 - 21:00	3	1472	4.711	3	1472	8.267	3	1472	12.978
21:00 - 22:00	3	1472	1.948	3	1472	5.934	3	1472	7.882
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			67.724			65.278			133.002

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.951	3	1472	0.317	3	1472	1.268
07:00 - 08:00	3	1472	0.476	3	1472	0.815	3	1472	1.291
08:00 - 09:00	3	1472	0.408	3	1472	0.453	3	1472	0.861
09:00 - 10:00	3	1472	0.498	3	1472	0.362	3	1472	0.860
10:00 - 11:00	3	1472	0.317	3	1472	0.476	3	1472	0.793
11:00 - 12:00	3	1472	0.362	3	1472	0.340	3	1472	0.702
12:00 - 13:00	3	1472	0.453	3	1472	0.385	3	1472	0.838
13:00 - 14:00	3	1472	0.385	3	1472	0.453	3	1472	0.838
14:00 - 15:00	3	1472	0.544	3	1472	0.544	3	1472	1.088
15:00 - 16:00	3	1472	0.408	3	1472	0.453	3	1472	0.861
16:00 - 17:00	3	1472	0.521	3	1472	0.498	3	1472	1.019
17:00 - 18:00	3	1472	0.657	3	1472	0.272	3	1472	0.929
18:00 - 19:00	3	1472	1.042	3	1472	0.861	3	1472	1.903
19:00 - 20:00	3	1472	0.929	3	1472	1.087	3	1472	2.016
20:00 - 21:00	3	1472	0.725	3	1472	1.019	3	1472	1.744
21:00 - 22:00	3	1472	0.249	3	1472	0.725	3	1472	0.974
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.925			9.060			17.985

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.091	3	1472	0.045	3	1472	0.136
07:00 - 08:00	3	1472	0.023	3	1472	0.068	3	1472	0.091
08:00 - 09:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
09:00 - 10:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
16:00 - 17:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
19:00 - 20:00	3	1472	0.045	3	1472	0.000	3	1472	0.045
20:00 - 21:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.250			0.501

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.045	3	1472	0.000	3	1472	0.045
07:00 - 08:00	3	1472	0.023	3	1472	0.091	3	1472	0.114
08:00 - 09:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
09:00 - 10:00	3	1472	0.045	3	1472	0.000	3	1472	0.045
10:00 - 11:00	3	1472	0.045	3	1472	0.045	3	1472	0.090
11:00 - 12:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
12:00 - 13:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
13:00 - 14:00	3	1472	0.045	3	1472	0.045	3	1472	0.090
14:00 - 15:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
15:00 - 16:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
16:00 - 17:00	3	1472	0.023	3	1472	0.045	3	1472	0.068
17:00 - 18:00	3	1472	0.136	3	1472	0.000	3	1472	0.136
18:00 - 19:00	3	1472	0.091	3	1472	0.181	3	1472	0.272
19:00 - 20:00	3	1472	0.091	3	1472	0.136	3	1472	0.227
20:00 - 21:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
21:00 - 22:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.636			0.680			1.316

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL Underground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.317	3	1472	0.113	3	1472	0.430
07:00 - 08:00	3	1472	0.317	3	1472	0.317	3	1472	0.634
08:00 - 09:00	3	1472	0.113	3	1472	0.249	3	1472	0.362
09:00 - 10:00	3	1472	0.204	3	1472	0.181	3	1472	0.385
10:00 - 11:00	3	1472	0.136	3	1472	0.159	3	1472	0.295
11:00 - 12:00	3	1472	0.204	3	1472	0.204	3	1472	0.408
12:00 - 13:00	3	1472	0.385	3	1472	0.227	3	1472	0.612
13:00 - 14:00	3	1472	0.317	3	1472	0.340	3	1472	0.657
14:00 - 15:00	3	1472	0.159	3	1472	0.204	3	1472	0.363
15:00 - 16:00	3	1472	0.362	3	1472	0.181	3	1472	0.543
16:00 - 17:00	3	1472	0.453	3	1472	0.498	3	1472	0.951
17:00 - 18:00	3	1472	0.974	3	1472	0.408	3	1472	1.382
18:00 - 19:00	3	1472	1.744	3	1472	0.906	3	1472	2.650
19:00 - 20:00	3	1472	0.770	3	1472	1.133	3	1472	1.903
20:00 - 21:00	3	1472	0.521	3	1472	0.770	3	1472	1.291
21:00 - 22:00	3	1472	0.181	3	1472	0.453	3	1472	0.634
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.157			6.343			13.500

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL Overground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
08:00 - 09:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
13:00 - 14:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
14:00 - 15:00	3	1472	0.068	3	1472	0.000	3	1472	0.068
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
17:00 - 18:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
18:00 - 19:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
19:00 - 20:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.183			0.182			0.365

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL National Rail Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
08:00 - 09:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
13:00 - 14:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
16:00 - 17:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
19:00 - 20:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
20:00 - 21:00	3	1472	0.000	3	1472	0.068	3	1472	0.068
21:00 - 22:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.228			0.251

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL Bus Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.430	3	1472	0.159	3	1472	0.589
07:00 - 08:00	3	1472	0.272	3	1472	0.408	3	1472	0.680
08:00 - 09:00	3	1472	0.544	3	1472	0.317	3	1472	0.861
09:00 - 10:00	3	1472	0.929	3	1472	0.498	3	1472	1.427
10:00 - 11:00	3	1472	0.544	3	1472	0.566	3	1472	1.110
11:00 - 12:00	3	1472	0.770	3	1472	0.702	3	1472	1.472
12:00 - 13:00	3	1472	0.770	3	1472	0.747	3	1472	1.517
13:00 - 14:00	3	1472	0.657	3	1472	0.544	3	1472	1.201
14:00 - 15:00	3	1472	0.453	3	1472	0.566	3	1472	1.019
15:00 - 16:00	3	1472	0.498	3	1472	0.476	3	1472	0.974
16:00 - 17:00	3	1472	0.725	3	1472	0.680	3	1472	1.405
17:00 - 18:00	3	1472	1.359	3	1472	0.702	3	1472	2.061
18:00 - 19:00	3	1472	1.857	3	1472	1.065	3	1472	2.922
19:00 - 20:00	3	1472	1.336	3	1472	1.518	3	1472	2.854
20:00 - 21:00	3	1472	0.906	3	1472	2.265	3	1472	3.171
21:00 - 22:00	3	1472	0.408	3	1472	1.087	3	1472	1.495
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.458			12.300			24.758

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
08:00 - 09:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
09:00 - 10:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
19:00 - 20:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.069			0.138

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.*