TECHNICAL NOTE

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81-84 Chalk Farm Road, Camden, London

Transport Note

Client:	UPP Town Planners and Architects		
Date:	16 April 2024	Job No	J327020
Prepared by:	BC	Approved by:	MGF

1. Introduction

1.1 Overview

1.1.1 This Technical Note (TN) has been prepared by mode transport planning (mode) on behalf of UPP Town Planners and Architects (UPP) in relation to a revised site plan for a proposed change of use from a gymnasium (Use Class E(d)) to an education facility (Use Class F1(a)), at a site located at 81-84 Chalk Farm Road in the London Borough of Camden (LBC).

1.1.2 The proposals seek a change of use from an existing gym, for the provision of an education facility owned and operated by the British Academy of Jewellery (BAJ). In keeping with the existing arrangement, the proposals are to be provided as car free, with the provision of cycle spaces for future staff and students. A site layout plan is provided in Appendix A.

1.1.3 This TN has been prepared in order to demonstrate that the site conforms with the relevant national, regional and local policy and that matters relating to cycle parking, the trip generation potential of the site and its location within a highly sustainable area have been fully considered and detailed.

1.2 Structure

1.2.1 The remainder of this TN is structured as follows:

- Section 2: Policy and Guidance

This section provides a review of the relevant National, Regional and Local policy.

- Section 3: Existing Situation

This section considers the site in relation to the surrounding transport conditions, including the accessibility to and from the site by public transport. Thus includes a PTAL rating and Time Mapping (TIM) assessment, as well as pedestrian and cycle infrastructure.

- Section 4: Development Proposals and Trip Generation Assessment

This section details the development proposals in full, as well as providing a trip generation assessment which considers the existing land use of the site and the trip generation potential of the proposed education facility.

- Section 5: Summary and Conclusions

This section summarises and concludes the findings of the report.

2. Policy and Guidance

2.1 Overview

2.1.1 This section considered the adopted National, Greater London, and LBC policies relevant to the development proposals that have informed the preparation of this revised TN.

2.1.2 The application site is located within the administrative boundary of the LBC who act as both the local planning authority and local highway authority. Although the interests of Transport for London (TfL) are also relevant despite the development proposals themselves not being of a scale necessary for potential referral to the Greater London Authority (GLA), of which TfL operate as the strategic transport authority.

2.2 National Planning Policy Framework (NNPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was most recently revised in July 2021.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Seventeen core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is Policy 9, 'Promoting Sustainable Transport' which aims to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

2.2.3 Paragraph 110 of the NPPF states that when assessing specific site uses for development applications, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be - or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;

- The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.2.4 Paragraph 111 of the NPPF ultimately states the following for transport:

- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe".

2.2.5 Subsequent chapters of this TN demonstrate how the development proposals accord with the NPPF and the noted paragraphs above.

2.2.6 Paragraph 112 suggests that developments should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high-quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.

2.3 National Planning Practice Guidance (NPPG)

2.3.1 The NPPG web-based source provides guidance that compliments the NPPF policies. The guidance aims to facilitate the development of a robust evidence base that will enable an assessment of the transport impacts of both existing and proposed development. The guidance can inform sustainable approaches to transport. A robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;

- Enhancing the levels of accessibility;

- Create choice amongst different modes of transport;

- Improving health and well-being;

- Supporting economic vitality;

- Improving public understanding of the transport implications of development;

- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan: and

- Support local shops and the high street.

2.4 The London Plan 2021

2.4.1 The London Plan 2021 sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. It is required that Boroughs' Local Plans are in 'general' conformity with the London Plan, ensuring that the planning system for London operates in a coherent way and reflects the overall strategy for how London can develop sustainably.

2.4.2 The London Plan outlines key policies which aim to help developments be more sustainable in the present and going forward, with the most relevant being:

- "Policy T1 Strategic approach to transport. Development plans should support, and development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. 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.

- Policy T2 Healthy Streets. Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport.

- Policy T5 Cycling. Development Plans and proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle."

2.5 Camden Local Plan 2016-2031 (CLP)

2.5.1 The CLP sets out Camden Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). The CLP will play an essential role in the delivery of the Camden Plan, which sets out the Council's vision for the borough, with the most relevant policies and points listed below:

- To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and improve new transport links.

- To make sure that development in Camden minimises its energy use by encouraging local efficient energy generation, achieving the highest possible environmental standards, and is designed to adapt to, and reduce the effects of, climate change.

- To promote active travel, such as walking and cycling, one of the easiest and most cost-effective means for people to achieve substantial health benefits. Camden Council's transport policies priorities active travel choices and seek to improve the walking and cycling environment.

2.6 Summary

2.6.1 This revised TN has been prepared in accordance with the policy and guidance outlined within this section.

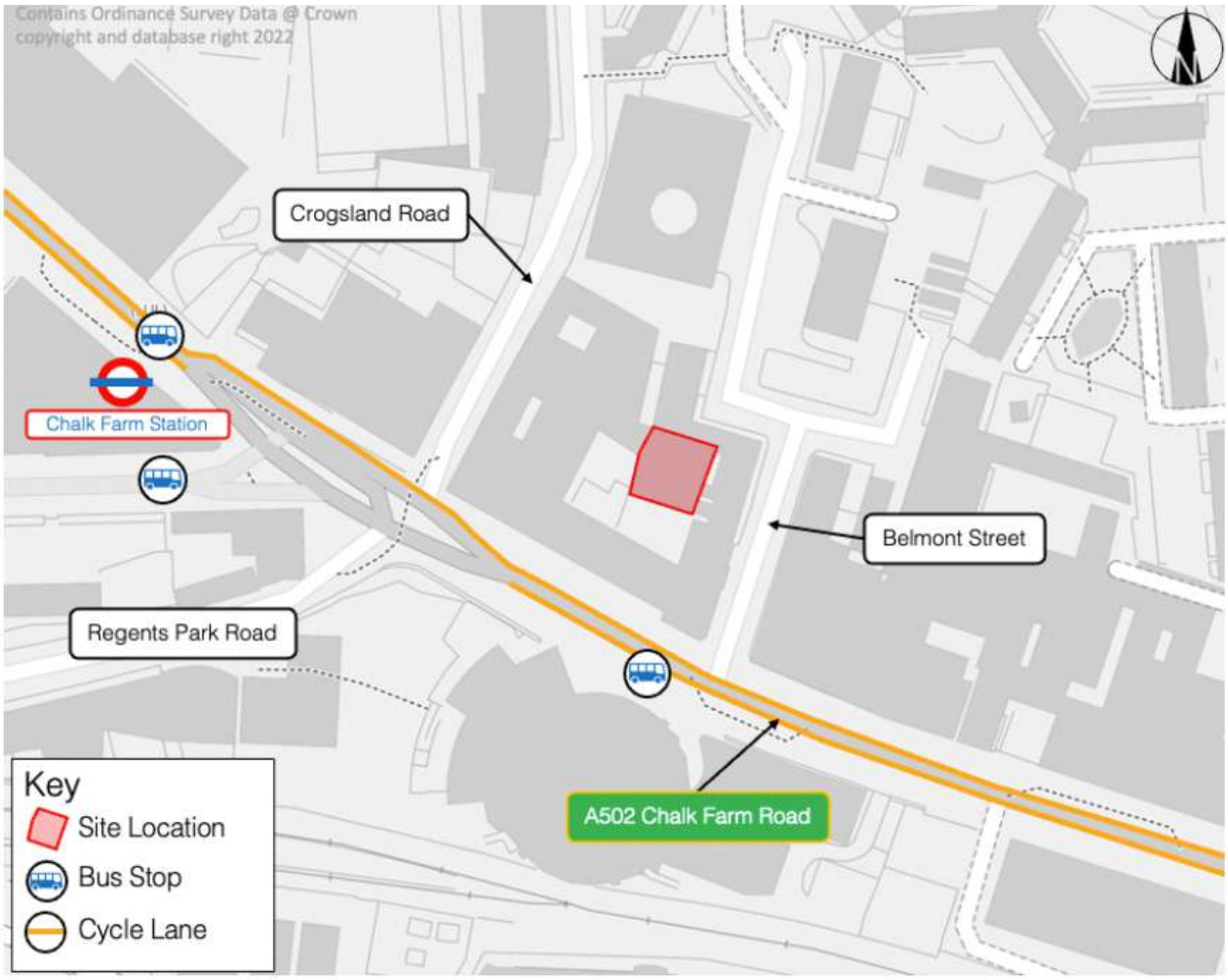
3. Existing Conditions

3.1 Introduction

3.1.1 The application site is located along Chalk Farm Road, although it does not share an active frontage with the carriageway and is therefore partially obscured from the streetscape.

3.1.2 The application site in relation to the surrounding area is demonstrated on Figure 3.1

Figure 3.1 Site Location Plan.



3.2 Pedestrian Accessibility

3.2.1 Guidance from the Chartered Institution of Highways and Transportation's (CIHT) Document Planning for Walking (2015) has been used to inform this section, with Section 6.4 of the document stating the following regarding how far pedestrians are willing to walk to reach a destination. The document states that:

- *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design; and*
- *The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (DOENI, 2000). People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services."*

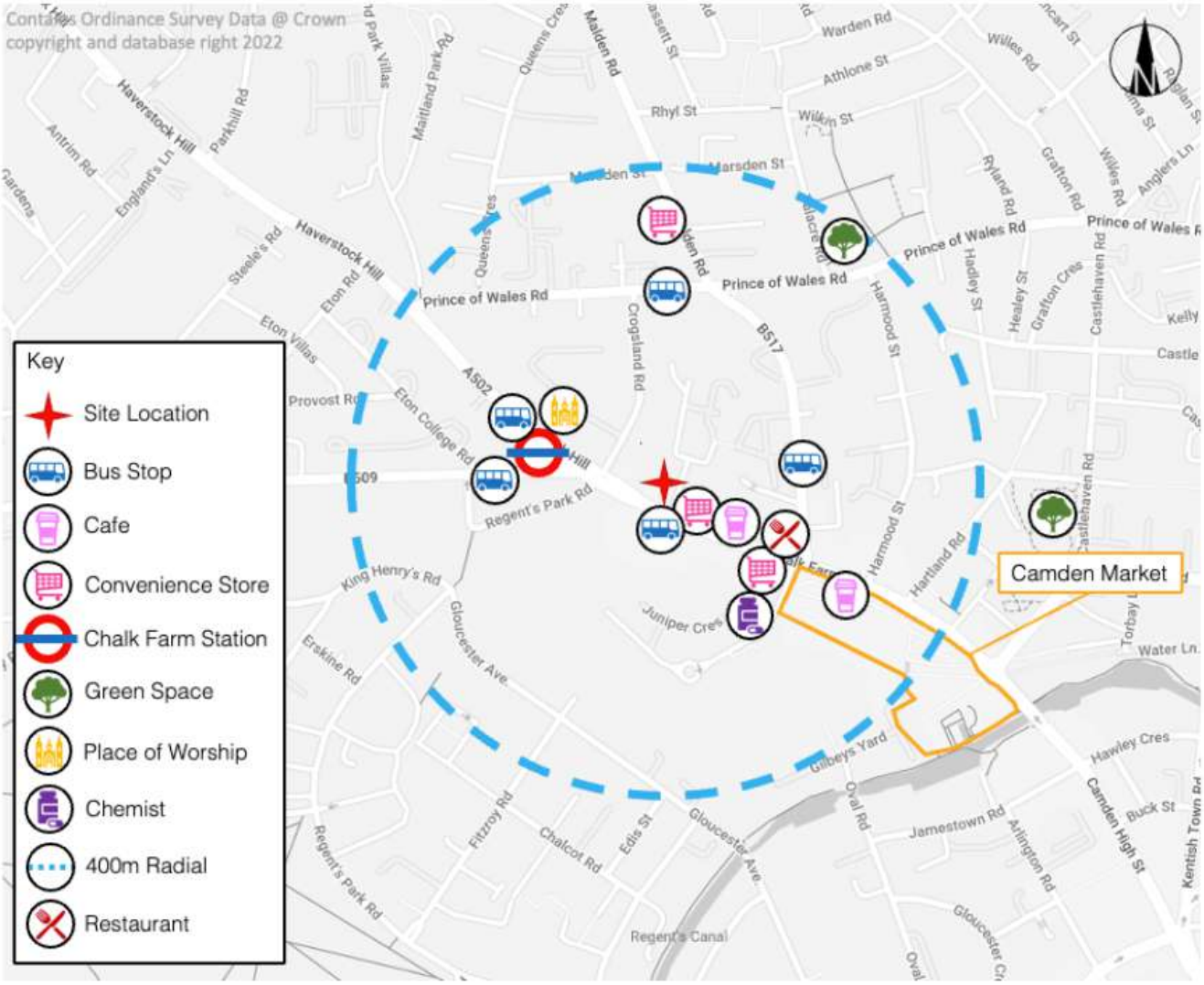
3.2.2 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

3.2.3 It should be considered however, that appropriate walking distances are site specific, for example more rural locations are likely to have extended distances between pedestrians and their destination. Furthermore, appropriate walking distances are also dictated by the standard of existing pedestrian infrastructure. This means in areas with a more advanced level of walking infrastructure provision, such as high-quality pedestrian footways, crossings, and pedestrianised areas, greater walking distances are achievable.

3.2.4 The development site is located along Chalk Farm Road, which benefits from pedestrianised footways provided continuously along both extents of the carriageway. These footways provide access to a variety of amenities along Chalk Farm Road, as well as transport connections such as bus stops and cycle lanes.

3.2.5 The amenities located within a 400m radial of the application site is demonstrated in Figure 3.2.

Figure 3.2 Nearby Amenities within 400m Radial



3.2.6 As demonstrated in Figure 3.2, the site benefits from being located within close proximity to important amenities which future students and staff will be able to utilise regularly.

3.2.7 Nearby convenience stores such as Amazon Fresh, Morrisons and Sainsburys Local are all located within a 400m radial from the site and could be used by future users of the site on lunch breaks or in-between teaching sessions.

3.2.8 The nearby bus stops, as well as Chalk Farm Road Underground Station, will serve as important transport connection for staff and students to utilise. Camden Market provides a multitude of stalls and food stores which could be accessed by staff and students during lunch breaks.

3.3 Cycle Accessibility

3.3.1 In terms of cycle accessibility, Chalk Farm Road benefits from dedicated cycle lanes along both the southbound and northbound extents of the carriageway. The connecting carriageways are also sufficient width to accommodate for both cyclists and vehicles to utilise the carriageway simultaneously.

3.3.2 The nearest cycleway to the site is Cycleway 6, which extends along the Prince of Wales Road to the north of the site. A further two Cycleways are proposed which will connect with Cycleway 6. These proposed cycleways will provide access to nearby rail stations such as Hampstead, Hampstead Heath and Gospel Oak stations.

3.4 Bus Accessibility

3.4.1 The recently published CIHT guidance document 'Buses in Urban Development (2018)' recommends a maximum walking distance in urban areas of up to 400m to bus stops located on 'high-frequency routes (every 12 minutes or better)'. A walking distance of 400 is equivalent of a 5-minute walk based on a 1.4m/s walking speed.

3.4.2 The nearest bus stop to the site is The Roundhouse, which is located along Chalk Farm Road, to the south of the application site. A summary of the services available within a 400m radial of the site is included in Table 3.1.

Table 3.1 Bus Services within 400m Radial

Bus Service	Route	Approximate Weekday Frequency
1	Royal Free Hospital – Canada Water Bus Station	Every 6-10 minutes
31	Bayham Street – White City Bus Station	Every 10 minutes
168	Royal Free Hospital – Dunton Road	Every 6 minutes
393	Upper Clapton Road / Brooke Road – Chalk Farm Road Morrisons	Every 10 minutes
N5	Edgeware Bus Station – Whitehall / Trafalgar Square	Night Service
N28	Bayham Street – Mapleton Crescent	Night Service
N31	Bayham Street – Clapham Junction Street	Night Service
27	Hammersmith Station / H&C Circle Lines – Hartland Road / Camden Market	Every 5-10 minutes
24	Grosvenor Road – Royal Free Hospital	Every 10 minutes

3.4.3 As demonstrated in Table 3.1, the site benefits from being located in close proximity to a range of bus services which operate 24/7. This provides direct access to key destinations such as Hammersmith Station and Kings Cross Station. This accords which CIHT guidance on the sustainability of development to be located in close proximity to bus stops.

3.5 Rail Accessibility

3.5.1 The nearest railway station to the site is Chalk Farm Road Underground, which is located approximately 320m to the west of the application site on foot, or an approximate 3-miniute walking journey (via Google Maps direction).

3.5.2 Chalk Farm Riad operates on the Northern Line, with frequent tube services northbound towards Edgeware (approx. every 5 minutes) and southbound towards Morden and Kennington (approx. Every 5 minutes). From Chalk Farm Road, it is possible to gain access onto numerous underground lines such as the Elizabeth Line, Victoria Line, Bakerloo Line and Jubilee Line, by changing at stops locate along the Northern Line.

3.6 Public Transport Accessibility Level (PTAL)

3.6.1 The Public Transport Accessibility Level (PTAL) is TfL's theoretical measure of the accessibility of a given area to the public transport network within London. This represents a method of measuring the density of the public transport network at a given point and can be used to inform parking standard requirements, or in this instance, justify car free development proposals.

3.6.2 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments.

3.6.3 The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value, the Accessibility Index. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.

3.6.4 The application site is located in a zone with a PTAL rating of 6a. A PTAL rating of 6a indicates that the site can be accessed from a wide range of public transport options. The PTAL map in relation to the location of the application site is provided in Appendix B.

3.7 Travel Time Mapping (TIM)

3.7.1 Travel time mapping (TIM) offers an opportunity to review the connectivity of a site by specific travel modes (or across all public transport modes) and is available via the WebCAT TIM online calculator.

3.7.2 TIM plans have been produced for travel to the application site via all modes in the weekday morning peak hour. A review of the TIM plan demonstrates that it is possible to reach areas such as Westminster, Brixton and Walthamstow within 60 minutes of the site. Within 30-45 minutes, the majority of Central London is accessible, including Oxford Street, Westminster, Lambeth and Canary Wharf, and within 15-30 minutes, Soho, Hampstead Heath and Fitzrovia can be accessed.

3.7.3 The TIM outputs are provided within Appendix B.

4. Development Proposals and Trip Generation

4.1 Overview

4.1.1 This section outlines the development proposals in full, as well as outlining the trip generation potential of both existing gym use and the proposed education use.

4.2 Proposed Development

4.2.1 The site seeks a change in use from the existing gymnasium (Use Class E(d)) to an education facility (Use Class F1(a)). The development proposal proffers to add an additional floor to the existing building form and structure.

4.2.2 The site is to be provided as car-free, which should be deemed appropriate given the sites high PTAL score of 6a, being highly accessible by both public transport and walking / cycling infrastructure.

4.2.3 Moreover, the site will provide cycle parking in line with the guidance set out within the London Plan. The relevant cycle parking standards that apply to the proposed development are summarised in Table 4.1.

Table 4.1 Cycle Parking Standards – Education Land Use

Use Class	Specific Use	Long Stay Standard	Short Stay Standard
D1	Universities and Colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students

4.2.4 It is likely that the site will employ a total 30 full time and part-time staff, working in their offices as administrative staff or Master Goldsmiths and tutors. Lectures are likely to accommodate for 70-80 students. It should be noted that within the LBC "Camden Planning Guidance – Transport" (2021), The Council states that they seek an additional 20% of spaces over and above the provision stated within the London Plan.

4.2.5 Based on the predicted staff and student numbers, and the guidance set out, the site will provide a total of 30 cycle parking spaces, to be allocated evenly as 15 long-stay and 15 short-stay cycle parking spaces. The cycle spaces will be provided as Sheffield stands, and can be seen within the site layout plan at Appendix A.

4.3 Refuse Collection

4.3.1 Refuse and waste collection for the site will be in keeping with the arrangements in place for businesses located along Chalk Farm Road, including for the lawful use of the site as a gym. This includes for the collection of waste utilising refuse sacks as opposed to typical commercial 1100 Litre euro bins. Waste collection within Camden us undertaken by Veolia.

4.3.2 In line with guidance outlined by the LBC, waste collection will be limited to the following times along Chalk Farm Road, between:

- 06:00-08:00;
- 18:00-20:00; and
- 24:00-02:00.

4.4 Trip Generation Assessment

4.4.1 The trip generational potential of the existing land use of Class E(d) gym has been assessed against the forecast trip generational potential of the proposed development. This has focused on total people trips only, where the site will remain car-free, and the land uses may have comparable mode shares.

4.4.2 The trip generation potential of the existing gym land use has been obtained from the TRICS database. Due to the type of development proposed, a first principles approach has been adopted to quantify the number of trips which may be associated with the proposals.

4.5 Existing Lawful Gym Lane Use Trip Generation

4.5.1 Whilst the existing gym has been vacated, this remains the lawful use and in which case the TRICS database has been interrogated for gym sites in comparable locations, and corresponding trip rates applied to the existing floor area.

4.5.2 The TRICS search was undertaken utilising the following criteria:

- Land Use: 07 – Leisure;
- Category: K – Fitness Club (Private);
- Regions: Greater London; and
- Gross Internal Area: 1,000 - 15,000.

4.5.3 The search query returned 3 relevant sites. The TRICS outputs are provided in Appendix C. The total person trip rates and corresponding trips are summarised in Table 4.2.

Table 4.2 TRICS Gym Trip Rates and Trip Generation – 9767m²

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (16:00-17:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total Person Trip Rates	2.492	3.035	5.527	7.203	3.262	10.465
Total Person Trips	243	296	540	704	319	1022

4.5.4 As demonstrated in Table 4.2, a gym use at the site could generate in the order of 540 and 1022 two-way total people trips in the AM and PM peak hours, respectively. This equates to circa 9 trips every minute in the AM peak hour and 17 trips every minute in the PM peak hour.

4.6 Proposed Education Use

4.6.1 The development proposals seek to provide a new education centre owned and operated by the BAJ. The BAJ enrols 200 students annually within their London based courses and programmes. However day-to-day activities and operations are likely to reflect the following:

- Opening hours of 08:00-20:00;
- Around 30 full and part time staff employed at the site;
- Lectures and workshops undertaken in the morning and afternoon led by lecturers and supported by technicians. On average the student groups within these lectures and workshops will equate to 70-80 students which covers the total number of students coming to the site per day.
- Teaching finishes at 17:30 every day. Campus will stay open for the remainder of the afternoon/ evening or students to access learning resources within the library, workshops and computer labs.

4.6.2 In the above basis, the site would see a maximum of 80 student per day utilising the site, with a further 30 staff members acting as administrative, maintenance or teaching staff.

4.6.3 Courses and lectures would be held at varying times throughout the day, further staggering the arrivals and departures of students in the site.

4.6.4 Therefore, it should be expected that the proposed education facility will lead to an overall reduction in trips generated by the site, when compared to the trip generational potential of the existing use as outlined above.

5. Summary and Conclusions

5.1 Summary

5.1.1 In summary, this TN has found the following:

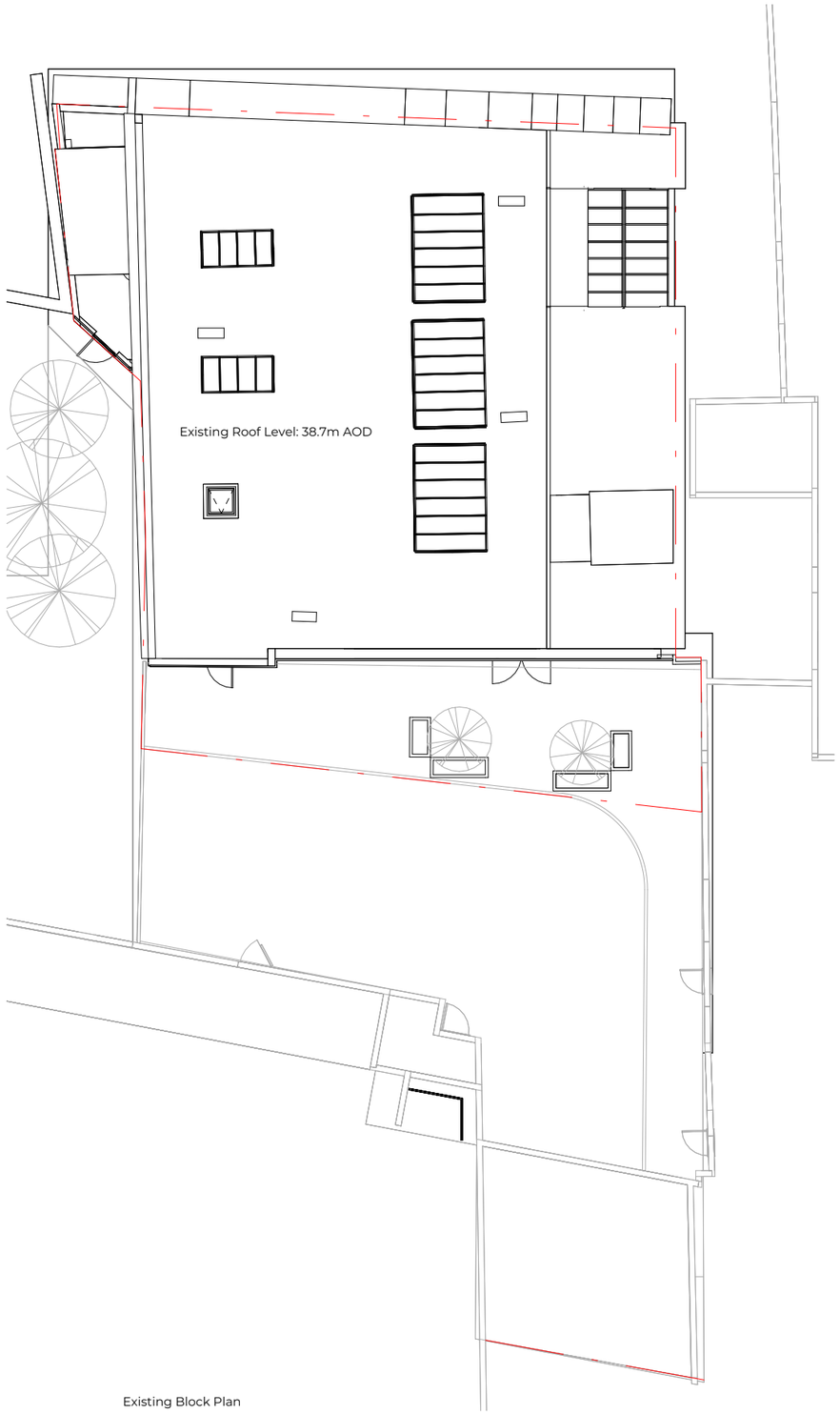
- The proposals accord with the relevant National, Regional and Local policy, which have been reviewed and considered as part of the preparation of this TN;
- The site is located within a highly sustainable location, and benefits from a comprehensive surrounding pedestrian and cycle infrastructure network, a tube station located less than 300m to the west, and numerous bus services available within 400m. This is reflected in the sites PTAL score of 6a;
- The site is to remain car free, in line with the London Plan policy on car parking provision. The site is to provide a total of 30 bicycle spaces in the form of 15 Sheffield stands, located within the front courtyard of the site;
- An assessment of the trip generational potential of the existing lawful use has been undertaken utilising TRICS. The existing gym use could generate in the order of 540 and 1022 two-way trips in the AM and PM peak hours respectively.
- The proposals will see a maximum 80 students attend the site per day, with approximately 30 support staff working on site. Therefore, the development proposals would expect to represent a reduction in trips made to and from the site.

5.2 Conclusion

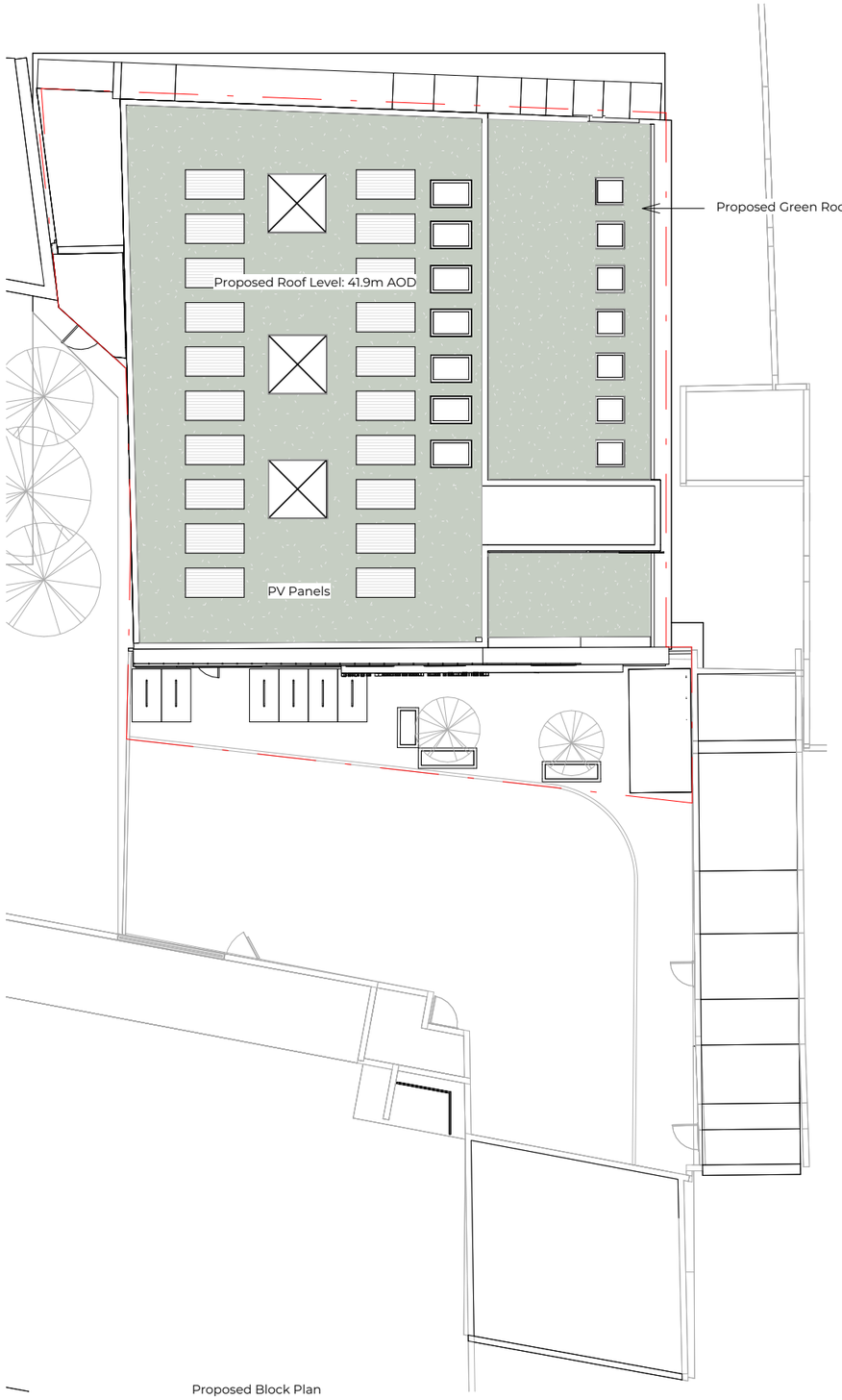
5.2.1 This TN demonstrates that there would be no evident harm which would arise from the development proposals. The site is to be car free, and therefore will have no impact on the operation of the surrounding highway network.

APPENDIX A

Site Layout



Existing Block Plan



Proposed Block Plan

Schedule of Areas

Total Site Area
453.24 s.q.m.

Existing Residential
NA s.q.m.

Existing Non-Residential
945 s.q.m.

Residential area lost by change of use or demolition
NA s.q.m.

Non Residential area lost by change of use or demolition
0 s.q.m.

Proposed Residential
NA s.q.m.

Proposed Non-Residential
1202 s.q.m.

Net additional area
257 s.q.m.

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-01-002

Drawn
SB

Drawing
01 - Block Plan

Checked
UPP

Scale
1 : 200 @ A3

Issue Date
30.10.23

0 10m

Project Address
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Client
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Status
For Planning

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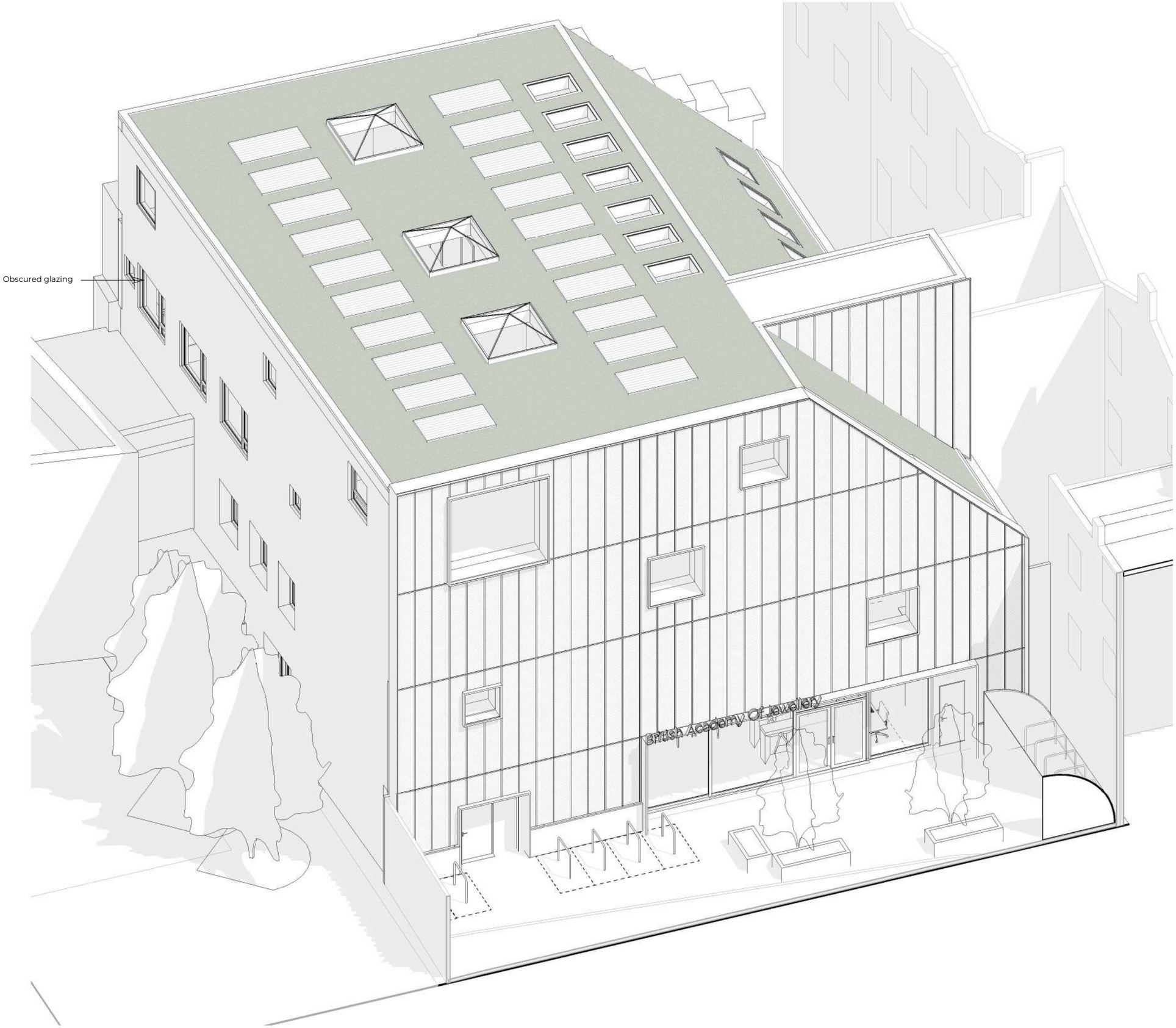

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-02-201

Drawn
SB

Drawing
Proposed Front Visualization

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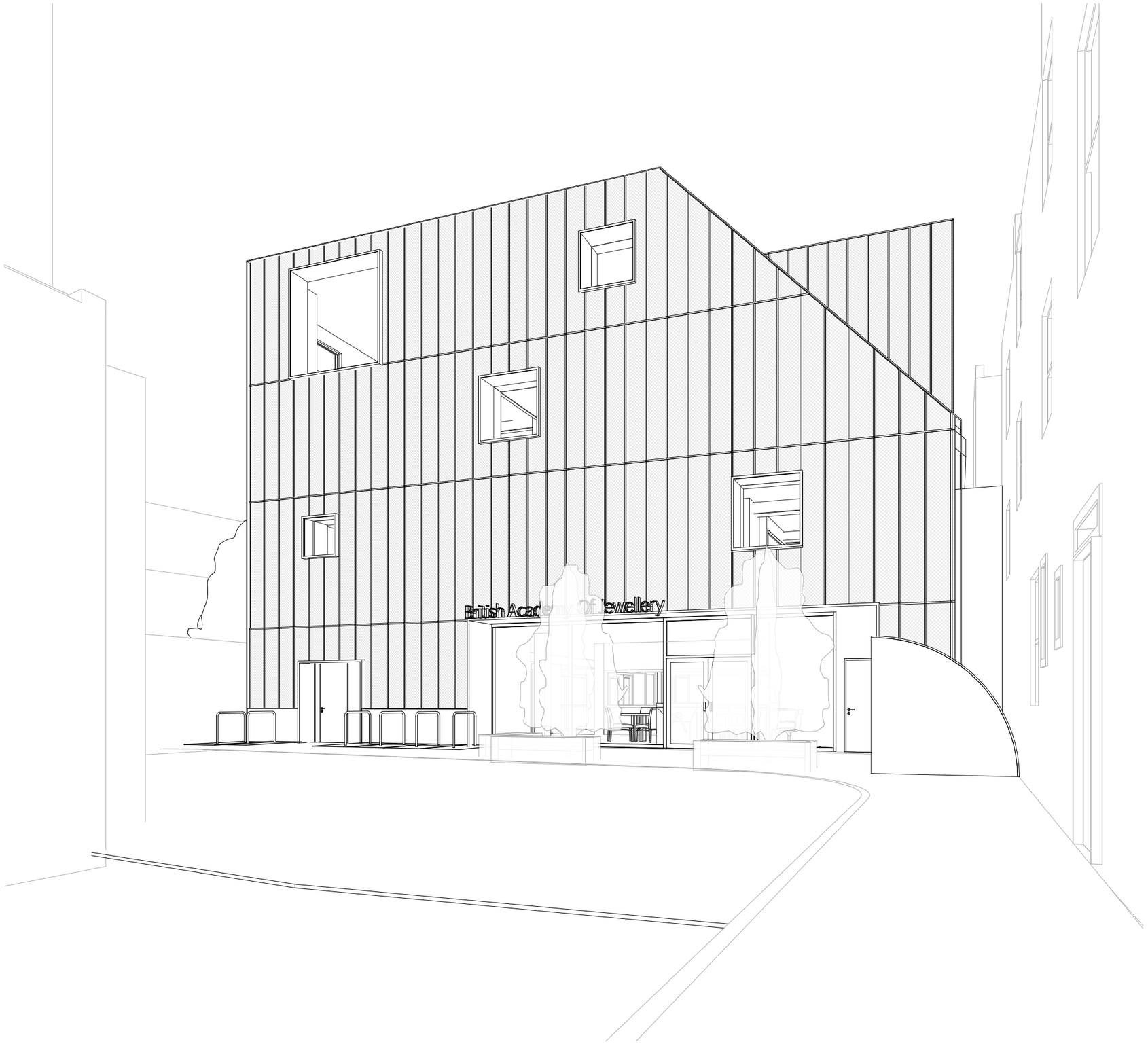

Courtyard View

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-02-211

Drawn
SB

Drawing
Proposed Front Visualization

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Scale
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30.10.23

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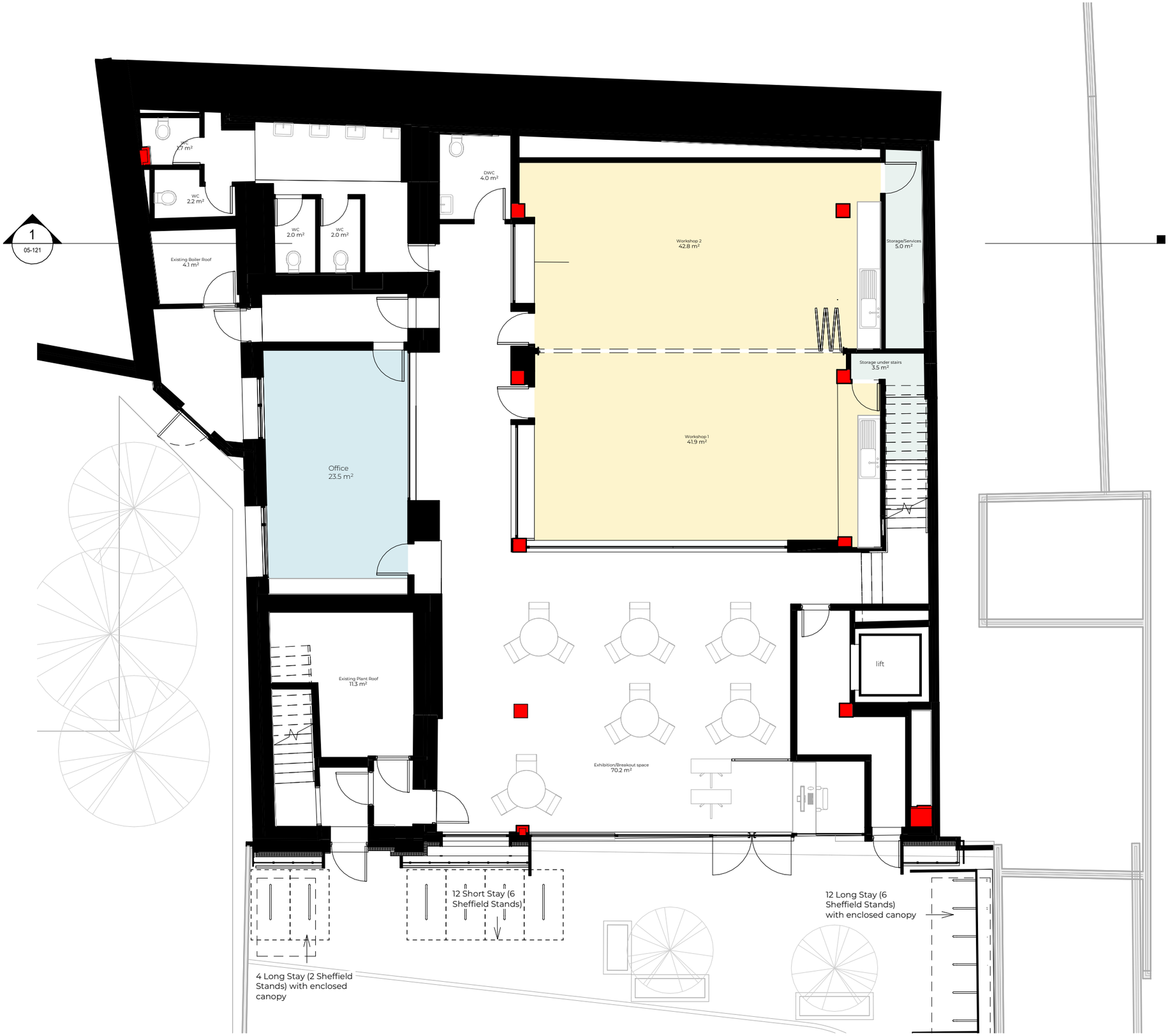

- Wall constructions will be internally lined and will target a U-Value of 0.28W/m²k or better.
- New walls will be a light steel frame construction meeting a U-Value of 0.28W/m²k.
- The existing roof and new roof will be insulated to target a U-Value of 0.15W/m²k or better.
- The heat loss floors will be retro-insulated and will target a U-Value of 0.25W/m²k or better.

Rev No.	Date	Description

Notes:

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Dwg No
81CF-A-03-121

Drawn
SB

Drawing
Proposed Ground Floor Plan

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Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
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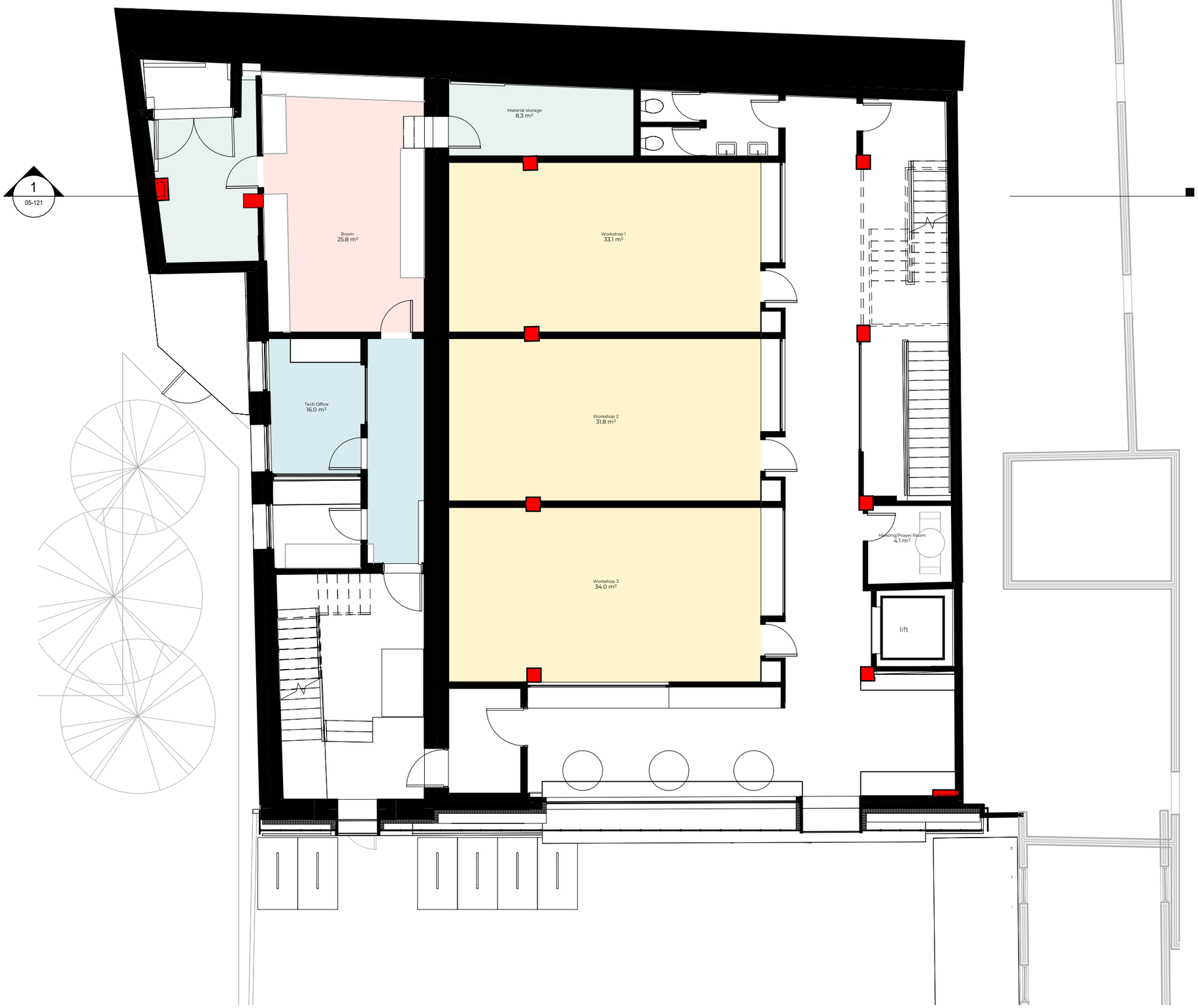

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Dwg No
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Drawing
Proposed First Floor Plan

Checked
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Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
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0 5m

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NW1 8AH

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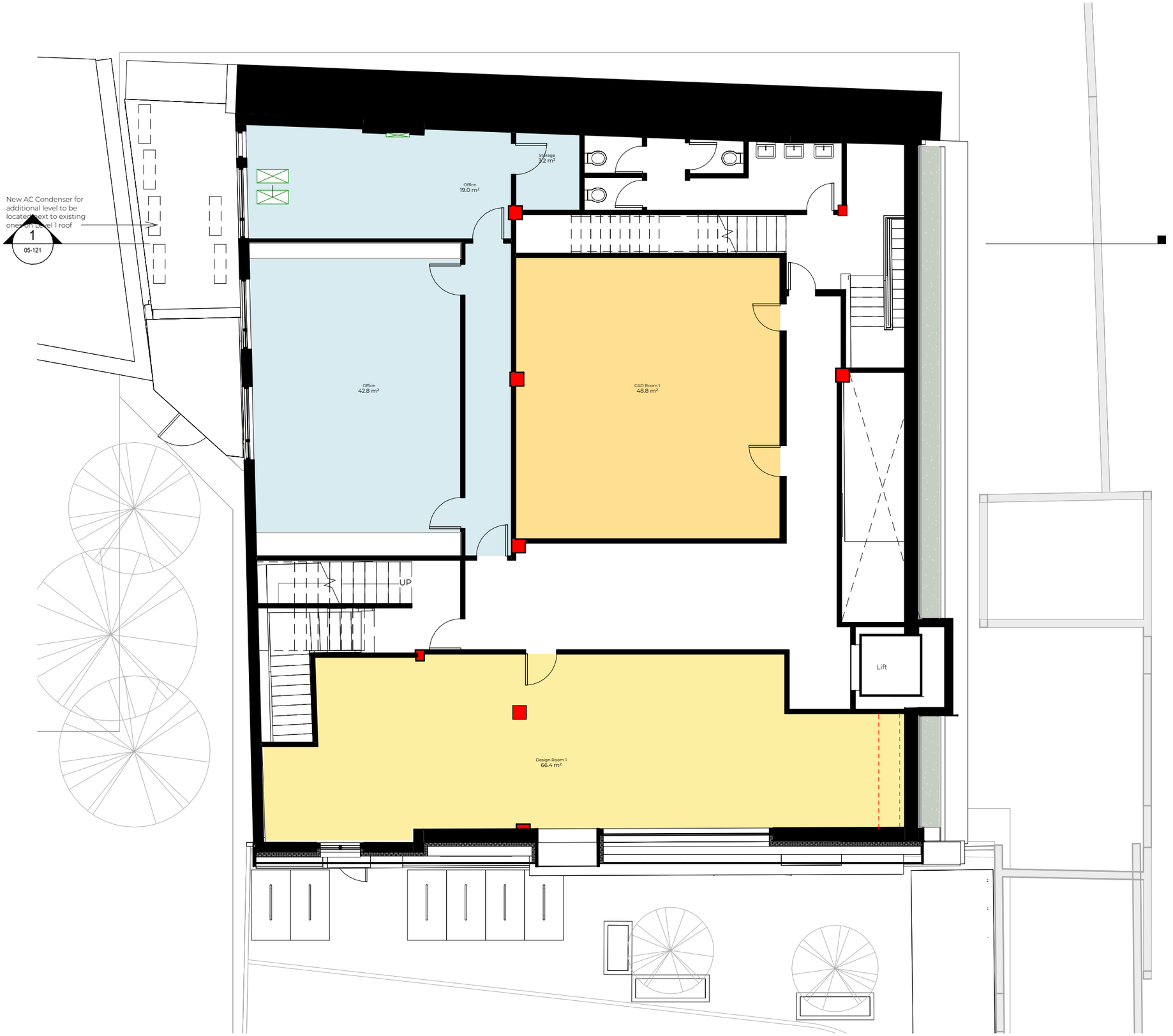

- Wall constructions will be internally lined and will target a U-Value of 0.28W/m²k or better.
- New walls will be a light steel frame construction meeting a U-Value of 0.28W/m²k.
- The existing roof and new roof will be insulated to target a U-Value of 0.15W/m²k or better.
- The heat loss floors will be retro-insulated and will target a U-Value of 0.25W/m²k or better.

Rev No. Date Description

Notes:

Dwg No
81CF-A-03-123

Drawn
SB

Drawing
Proposed Second Floor Plan

Checked
UPP

Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
Chalk Farm, London NW1 8AR

Client
C/O

Status
For Planning

www.upp-planning.co.uk
info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market,
Chalk Farm Road, London,
NW1 8AH

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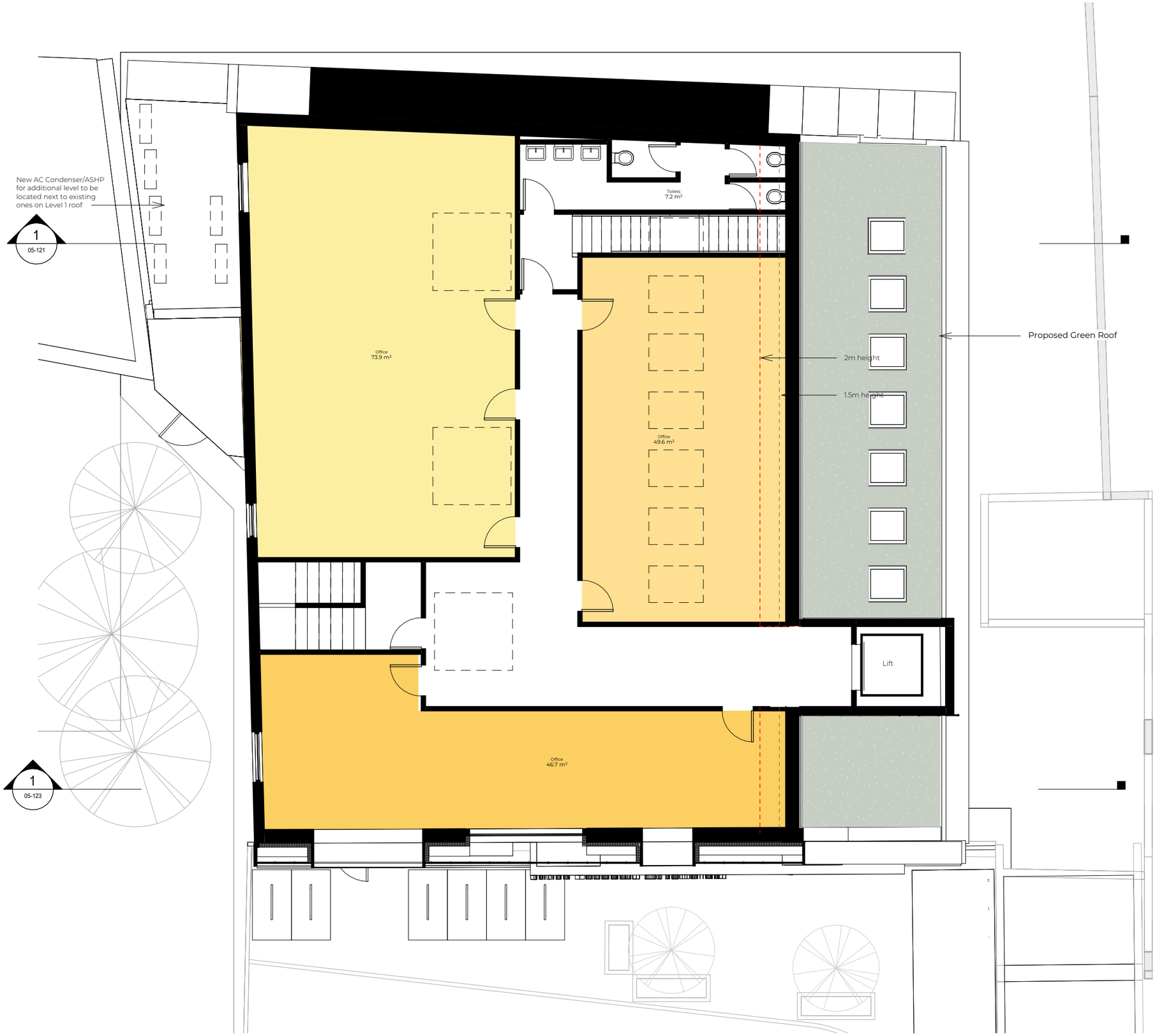

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- New walls will be a light steel frame construction meeting a U-Value of 0.28W/m²k.
- The existing roof and new roof will be insulated to target a U-Value of 0.15W/m²k or better.
- The heat loss floors will be retro-insulated and will target a U-Value of 0.25W/m²k or better.

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-03-124

Drawn
SB

Drawing
Proposed Third Floor Plan

Checked
UPP

Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
Chalk Farm, London NW1 8AR

Client
C/O

Status
For Planning

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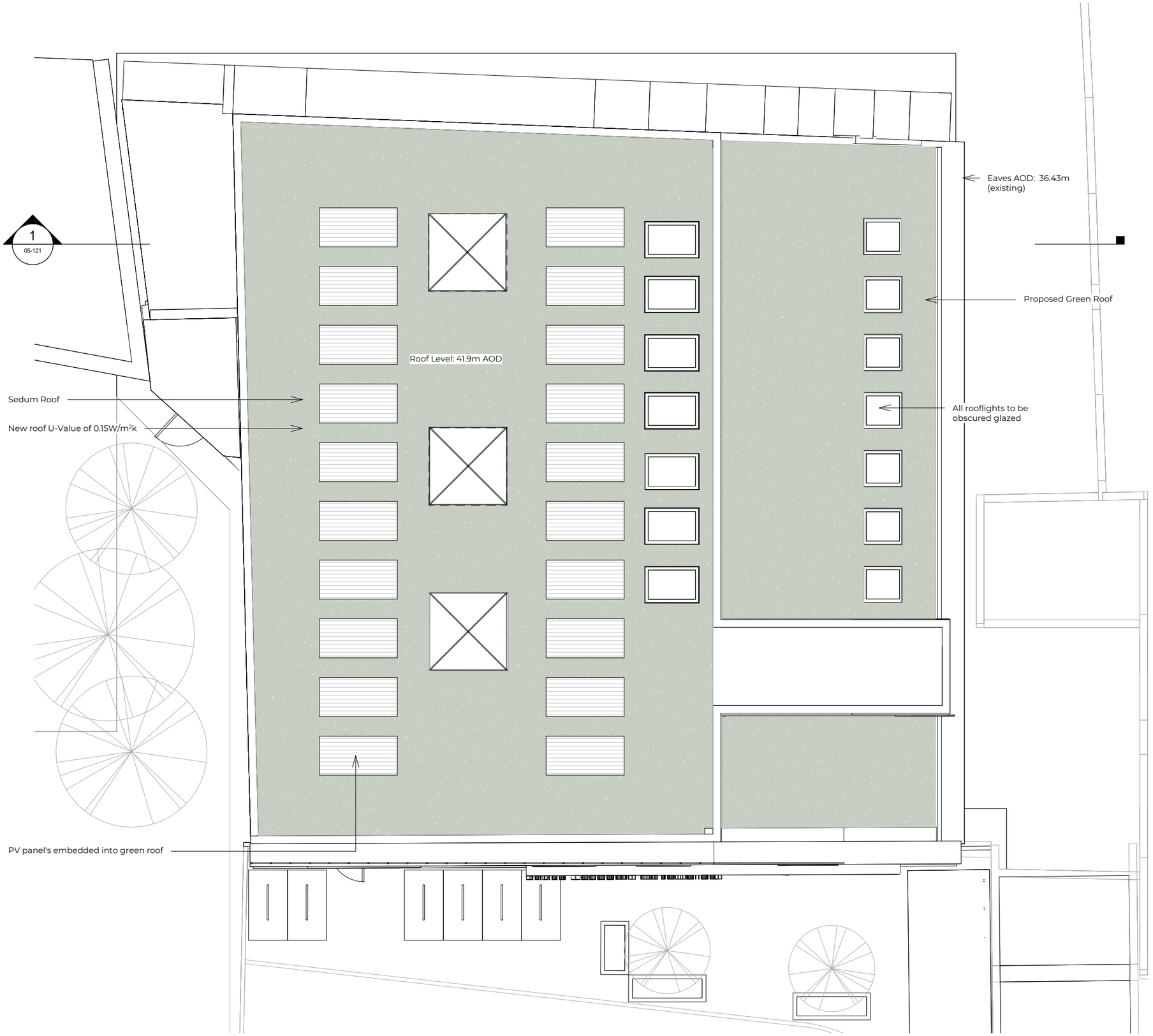
upp



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- The heat loss floors will be retro-insulated and will target a U-Value of 0.25W/m²k or better.

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-03-125

Drawn
SB

Drawing
Proposed Roof Plan

Checked
UPP

Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
Chalk Farm, London NW1 8AR

Client
C/O

Status
For Planning

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Chalk Farm Road, London,
NW1 8AH

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- New walls will be a light steel frame construction meeting a U-Value of 0.28W/m²k.
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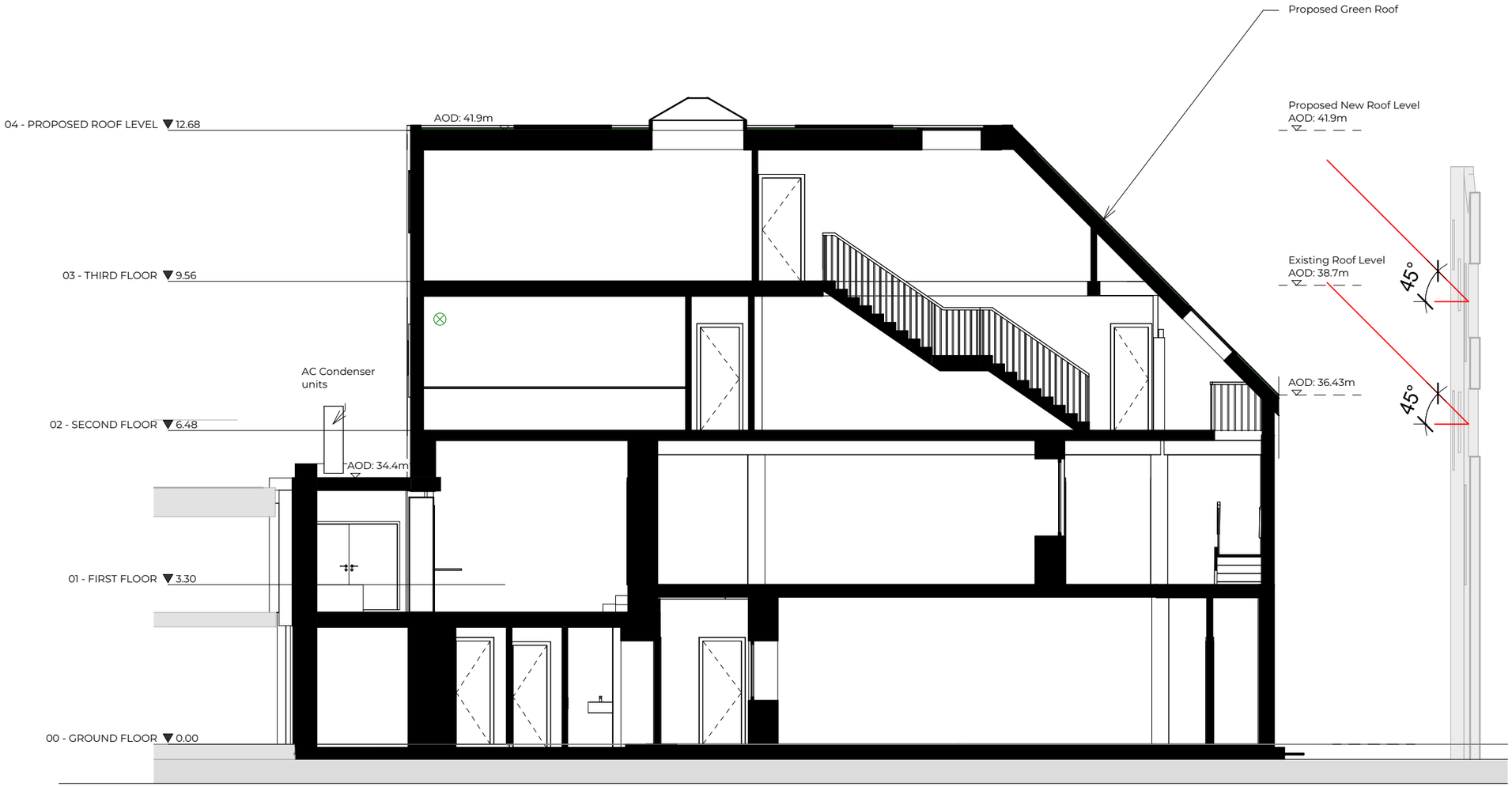

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-05-121

Drawn
SB

Drawing
Proposed Section A-A'

Checked
UPP

Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
Chalk Farm, London NW1 8AR

Client
C/O

Status
For Planning

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info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market,
Chalk Farm Road, London,
NW1 8AH

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- New walls will be a light steel frame construction meeting a U-Value of 0.28W/m²k.
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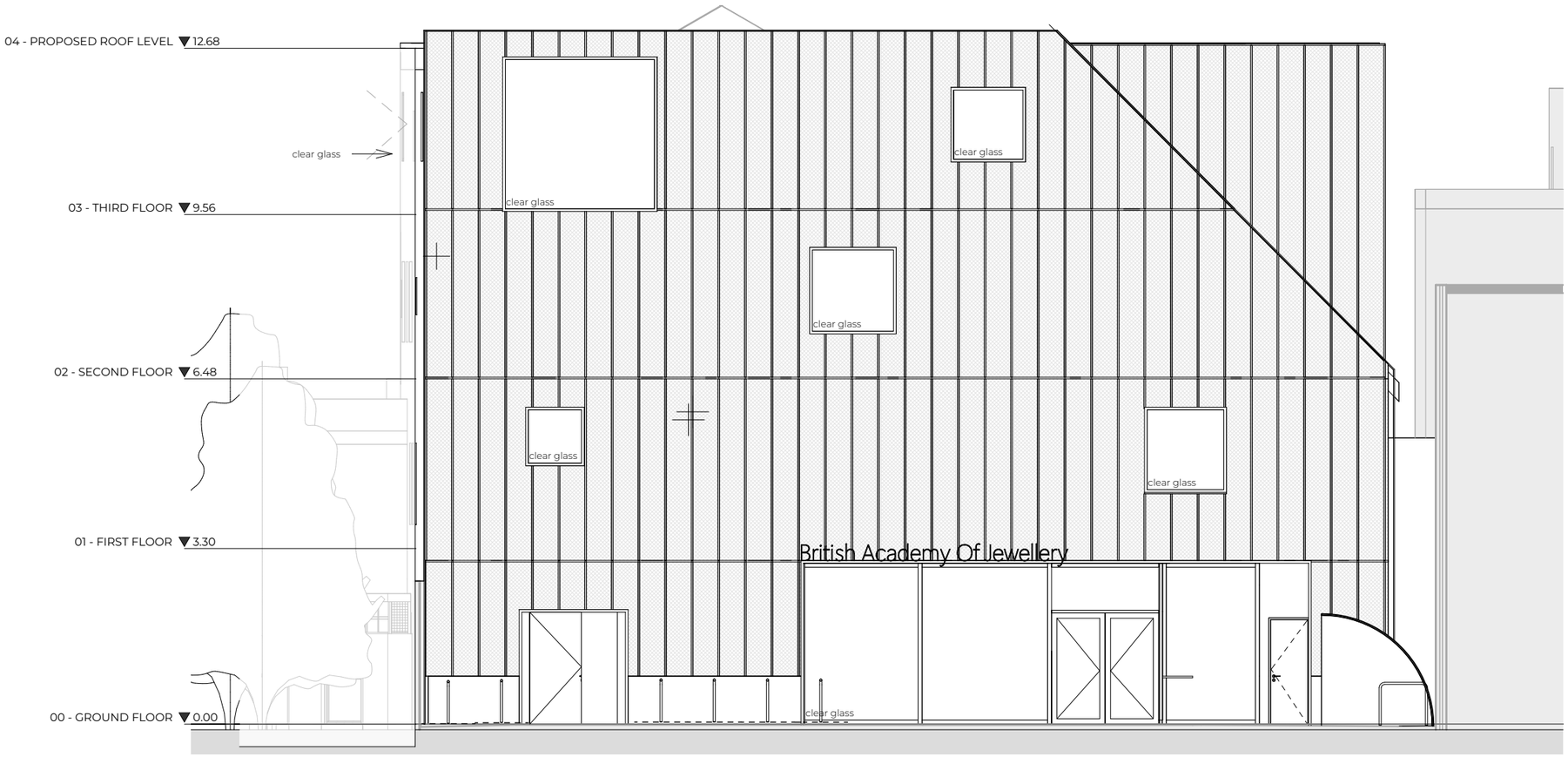

Proposed Front Elevation

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-06-121

Drawn
SB

Drawing
Proposed Front Elevation

Checked
UPP

Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
Chalk Farm, London NW1 8AR

Client
C/O

Status
For Planning

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Chalk Farm Road, London,
NW1 8AH

upp

- Wall constructions will be internally lined and will target a U-Value of 0.28W/m²k or better.
- New walls will be a light steel frame construction meeting a U-Value of 0.28W/m²k.
- The existing roof and new roof will be insulated to target a U-Value of 0.15W/m²k or better.
- The heat loss floors will be retro-insulated and will target a U-Value of 0.25W/m²k or better.

All windows on this elevation will have obscured glazing and aluminium frames

Rev No.	Date	Description
1	30.10.23	Design Updates

Notes:

Dwg No
81CF-A-06-122

Drawn
SB

Drawing
Proposed West Elevation

Checked
UPP

Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
Chalk Farm, London NW1 8AR

Client
C/O

Status
For Planning

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Atrium, Stables Market,
Chalk Farm Road, London,
NW1 8AH

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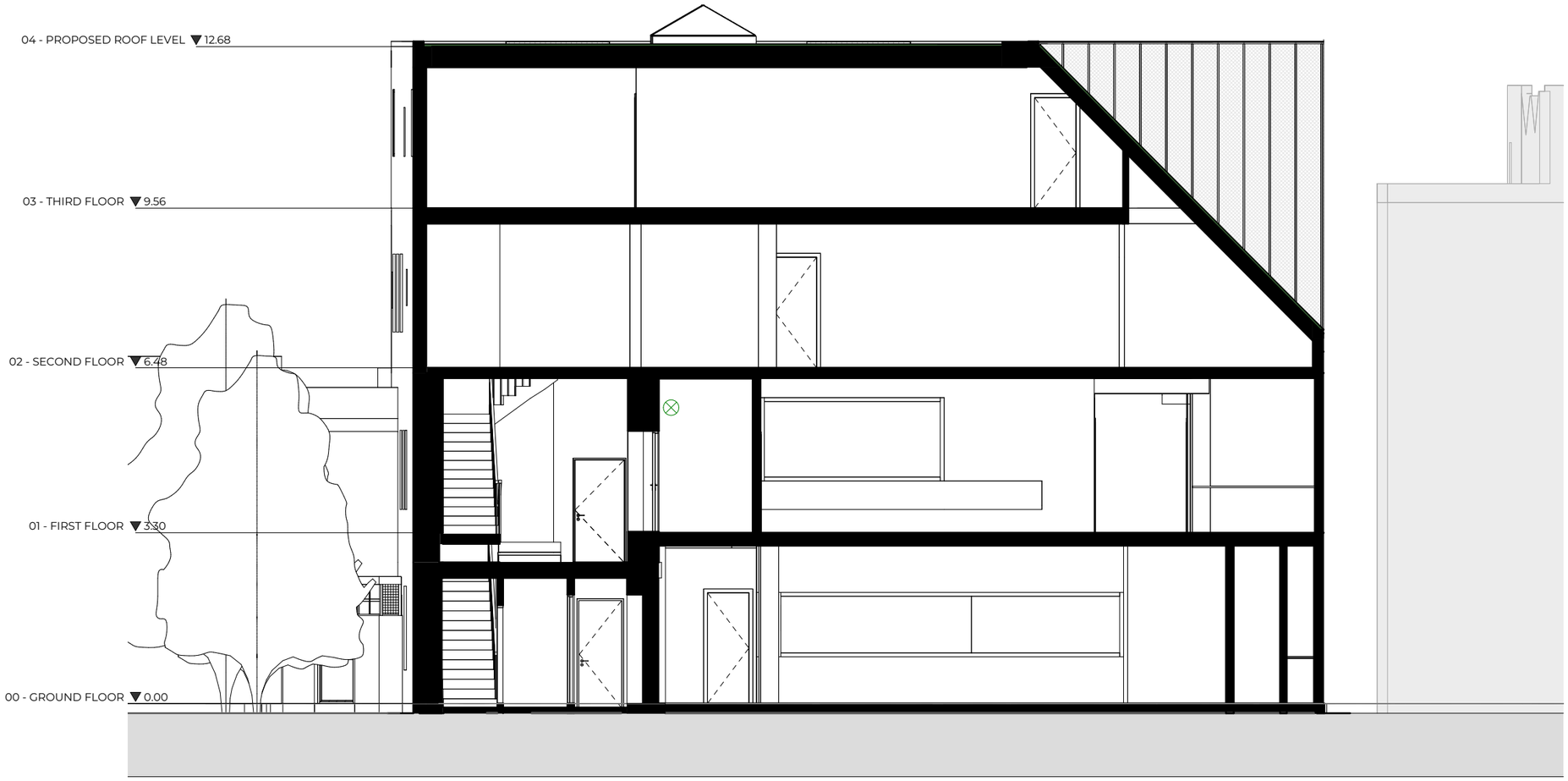
- Wall constructions will be internally lined and will target a U-Value of 0.28W/m²k or better.
- New walls will be a light steel frame construction meeting a U-Value of 0.28W/m²k.
- The existing roof and new roof will be insulated to target a U-Value of 0.15W/m²k or better.
- The heat loss floors will be retro-insulated and will target a U-Value of 0.25W/m²k or better.



Rev No.	Date	Description

Notes:

Dwg No
81CF-A-05-123

Drawn
SB

Drawing
Proposed Section C-C'

Checked
UPP

Scale
1 : 100 @ A3
1:50 @ A1

Issue Date
30.10.23

0 5m

Project Address
Chalk Farm, London NW1 8AR

Client
C/O

Status
For Planning

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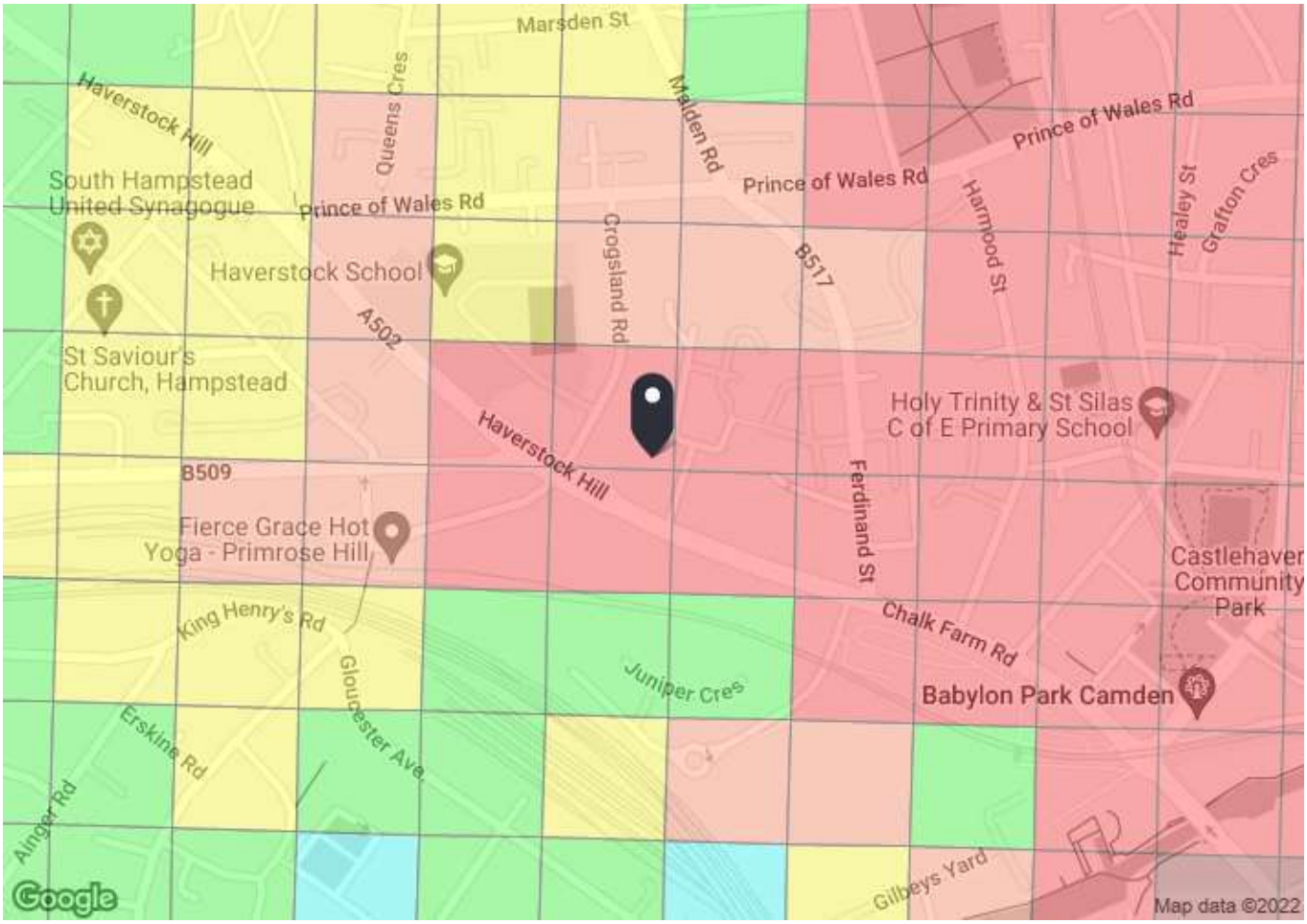
info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market,
Chalk Farm Road, London,
NW1 8AH

upp

APPENDIX B

PTAL / TIM

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

81-84 Chalk Farm Rd, Chalk Farm, London NW1 8AR, UK
Easting: 528280, Northing: 184402

Grid Cell: 100908

Report generated: 23/08/2022

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	CHALK FM RD FERDINAND ST	24	242.55	10	3.03	5	8.03	3.74	0.5	1.87
Bus	CHALK FM RD FERDINAND ST	27	242.55	8	3.03	5.75	8.78	3.42	0.5	1.71
Bus	CHALK FARM STATION	31	182.48	10	2.28	5	7.28	4.12	1	4.12
Bus	CHALK FARM STATION	168	182.48	9	2.28	5.33	7.61	3.94	0.5	1.97
Bus	MALDEN ROAD ST LEONARD'S SQUARE	46	322.69	6	4.03	7	11.03	2.72	0.5	1.36
Bus	PRINCE OF WALES ROAD CROGSLAND ROAD	393	175.42	5	2.19	8	10.19	2.94	0.5	1.47
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50'	677.53	3.67	8.47	8.92	17.39	1.72	1	1.72
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11'	677.53	3.67	8.47	8.92	17.39	1.72	0.5	0.86
LUL	Chalk Farm	'Edgware-Morden'	169.32	9	2.12	4.08	6.2	4.84	0.5	2.42
LUL	Chalk Farm	'Morden-Edgware'	169.32	4.67	2.12	7.17	9.29	3.23	0.5	1.61
LUL	Chalk Farm	'Kennington-Edgware'	169.32	14.67	2.12	2.79	4.91	6.11	1	6.11
LUL	Camden Town	'Morden-HighBarnet'	957.83	14.67	11.97	2.79	14.77	2.03	0.5	1.02
LUL	Camden Town	'Morden-MillHillE'	957.83	4	11.97	8.25	20.22	1.48	0.5	0.74
LUL	Camden Town	'HighBarnet-Morden'	957.83	0.33	11.97	91.66	103.63	0.29	0.5	0.14
LUL	Camden Town	'HighBarnet-Kenningt'	957.83	5.33	11.97	6.38	18.35	1.63	0.5	0.82
LUL	Camden Town	'MillHill-Morden'	957.83	1.67	11.97	18.71	30.69	0.98	0.5	0.49
LUL	Camden Town	'MillHillE-Kenningt'	957.83	1.67	11.97	18.71	30.69	0.98	0.5	0.49
									Total Grid Cell AI:	**28.92**

TRANSPORT
FOR LONDON

TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

81-84 Chalk Farm Rd, Chalk Farm, London NW1 8AR, UK
Easting: 528280, Northing: 184402

Report generated: 23/08/2022

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

Travel Times

Catchment data for your current selection

Population - Total: London 2011

Total: London (2011) 8,217,475

Travel Time (mins)	Total: London (2011) 8,217,475
< 15	37384
< 30	304463
< 45	1526543
< 60	3715033
< 75	6246854
< 90	7971733
< 105	8207863
< 120	8214323
< 135	8217473
< 150	8217475

Travel Time (mins)	Total: London & SE (2011) 21,126,595
< 15	37384
< 30	304463
< 45	1526543
< 60	3768157
< 75	7181052
< 90	11164518
< 105	14354603
< 120	16705691
< 135	18198681
< 150	19244615

Travel Time (mins)	Households: London (2011) 3,278,323
< 15	16310
< 30	136246
< 45	660212
< 60	1532808
< 75	2515125
< 90	3181188
< 105	3274559
< 120	3276980
< 135	3278322
< 150	3278323

Travel Time (mins)	Households: London & SE (2011) 8,578,772
< 15	16310
< 30	136246
< 45	660212
< 60	1554740
< 75	2892386
< 90	4460972
< 105	5748016
< 120	6706793
< 135	7319474
< 150	7764758

Travel Time (mins)	Working Age: London (2011) 5,487,531
< 15	25788
< 30	216803
< 45	1084280
< 60	2600724

< 75	4261133
< 90	5338342
< 105	5481944
< 120	5485832
< 135	5487530
< 150	5487531

Travel Time (mins)	Economically active: London (2011) 3,706,868
< 15	16199
< 30	138971
< 45	716668
< 60	1727359
< 75	2852368
< 90	3598512
< 105	3702552
< 120	3705518
< 135	3706867
< 150	3706868

Travel Time (mins)	Pensioners: London (2011) 1,087,045
< 15	4776
< 30	39193
< 45	177518
< 60	421368
< 75	761334
< 90	1041803
< 105	1084864
< 120	1086117
< 135	1087045
< 150	1087045

Employment - Jobs: London 2011

Travel Time (mins)	Jobs: London (2011) 4,895,753
< 15	32938
< 30	450369
< 45	2212358
< 60	3291930
< 75	4196157
< 90	4762852
< 105	4891652
< 120	4894318
< 135	4895573
< 150	4895753

Travel Time (mins)	Jobs: London & SE (2011) 10,763,962
< 15	32938
< 30	450369
< 45	2212358
< 60	3351771
< 75	4662230
< 90	6285942
< 105	7766032
< 120	8866366
< 135	9574687
< 150	9982403

Town centres - Metropolitan, major and district: London

Travel Time (mins)	Metropolitan, major and district: London - 191
< 15	1
< 30	10
< 45	47
< 60	110
< 75	166
< 90	191
< 105	191
< 120	191
< 135	191
< 150	191

Travel Time (mins)	Metropolitan and major: London - 47
< 15	1
< 30	2
< 45	11
< 60	29
< 75	44
< 90	47
< 105	47
< 120	47
< 135	47
< 150	47

Travel Time (mins)	Metropolitan only. London - 12
< 15	0
< 30	0
< 45	1
< 60	5
< 75	10
< 90	12
< 105	12
< 120	12
< 135	12
< 150	12

Health services - GP Surgeries: London

Travel Time (mins)	Pharmacies: London - 2,607
< 15	19
< 30	130
< 45	636
< 60	1369
< 75	2130

< 90	2565
< 105	2606
< 120	2607
< 135	2607
< 150	2607

Travel Time (mins)	GP Surgeries: London - 1,454
< 15	7
< 30	56
< 45	320
< 60	721
< 75	1142
< 90	1436
< 105	1453
< 120	1454
< 135	1454
< 150	1454

Travel Time (mins)	A&E departments: London - 31
< 15	0
< 30	3
< 45	9
< 60	16
< 75	24
< 90	31
< 105	31
< 120	31
< 135	31
< 150	31

Education establishments - Primary schools: London

Travel Time (mins)	Primary schools: London - 2,663
< 15	8
< 30	67
< 45	443
< 60	1140
< 75	1909
< 90	2554
< 105	2660
< 120	2661
< 135	2663
< 150	2663

Travel Time (mins)	Secondary schools: London - 756
< 15	2
< 30	17
< 45	99
< 60	282
< 75	506
< 90	723
< 105	752
< 120	754
< 135	756
< 150	756

Travel Time (mins)	Further education colleges: London - 50
< 15	1
< 30	5
< 45	13
< 60	27
< 75	39
< 90	50
< 105	50
< 120	50
< 135	50
< 150	50

APPENDIX C

TRICS Output

Calculation Reference: AUDIT-754101-220825-0810

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:	1000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/16

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.

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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.

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 - 28/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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