



FRAME GYM

35 Farringdon Road

Transport Statement

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1 INTRODUCTION

- 1.1 Caneparo Associates is appointed by Frame Gym ('the Applicant') to provide traffic and transport advice in relation to their development proposals for 35 Farringdon Road ('the site'), in the London Borough of Camden (LBC).
- 1.2 This Transport Statement has been prepared in support of planning application 2017/6454/P following receipt of highway comments from the Council.
- 1.3 The site occupies the basement of the building known as 'Farringdon Point' which is an eight-storey mixed use building consisting of Basement and Ground through to Sixth floor accommodating a public house at ground floor and a mixture of office and residential uses above.
- 1.4 The basement is currently vacant and was previously occupied by a nightclub in addition to providing a small area of plant for the rest of the building and some cellar storage space associated with the Public House at ground floor.
- 1.5 The proposals seek to reconfigure and refurbish the existing basement to provide a gym (Use Class D2). It will be operated by Frame Gym, which specialises in bespoke classes and personalised training focusing on specific routines and classes according to a fixed timetable for which attendance is pre-booked. The gym will operate differently to a conventional gym and will not provide gym equipment for members to use on an ad hoc basis.
- 1.6 This report has been prepared to consider the effect of the proposed development in terms of accessibility, cycle parking provision and servicing arrangements. The report concludes that the proposed development will not give rise to any material transportation impact.
- 1.7 The Transport Statement is structured as follows:
- Section 2 - sets out the existing situation;
 - Section 3 - details the accessibility of the site;
 - Section 4 - sets out the development proposal;
 - Section 5 - discusses relevant transport policies;
 - Section 6 - considers the effects of the proposals; and,
 - Section 7 - summarises and concludes.



1.8 Figure 1 of Camden Planning Guidance 7 (Transport) sets out the requirements for transport assessments which has been replicated below in **Table 1.1** against the points pertinent to this application and Notes to indicate where the information is provided within this document.

Table 1.1: Camden Transport Assessment Requirements		
Policy		Note
TA1 Description of Development	a) Detailed Site Plan (min. 1:1250)	Submitted as Location Plan for application
	b) Schedule of floor areas of existing uses on Site	Section 4
	c) Schedule of floor areas of existing uses on Site	Section 4
TA3 Trip Generation	a) Number of persons generated by mode and time of day	Section 6
	b) Number and size of vehicles required to service the vehicle	Section 6
TA4c Trip Assignment	Justification for assignment methodology	Section 6
TA5 Vehicular Access and Circulation	a) Analysis of junction design for access and egress, using appropriate packages if necessary	n/a
	b) Describe the arrangements for servicing and access for emergency vehicles	Section 4
	c) Describe the number, allocation and design of on-site parking and compare this with council standards	Section 4
TA6 Pedestrians and Cyclists	a) Assess the capacity and safety of existing pedestrian and cycle facilities and describe how they are affected by the development	Section 6
	b) Describe the number, allocation and design of on-site cycle parking and compare this with Council standards	Section 4
	c) Describe design features on or outside the site to assist pedestrians and cyclists	Section 3
TA11 Conclusions and Recommendation	a) Summary of transport impacts	Section 6 and 7
	b) Details of remedial measures proposed to alleviate any identified problems or evidence provided that no remedial measures are necessary. In most cases, these will include outline provisions of a Transport Plan	Section 7

2 EXISTING SITUATION

Site Location

- 2.1 The site is located in the Borough of Camden at the corner of Greville Street and the A201 Farringdon Road. The site is also bound by Saffron Hill to the west and office buildings to the north, less than 100m from Farringdon Station.
- 2.2 The site location with respect to the local highway network and underground connections is shown at **Figure 1**, below.

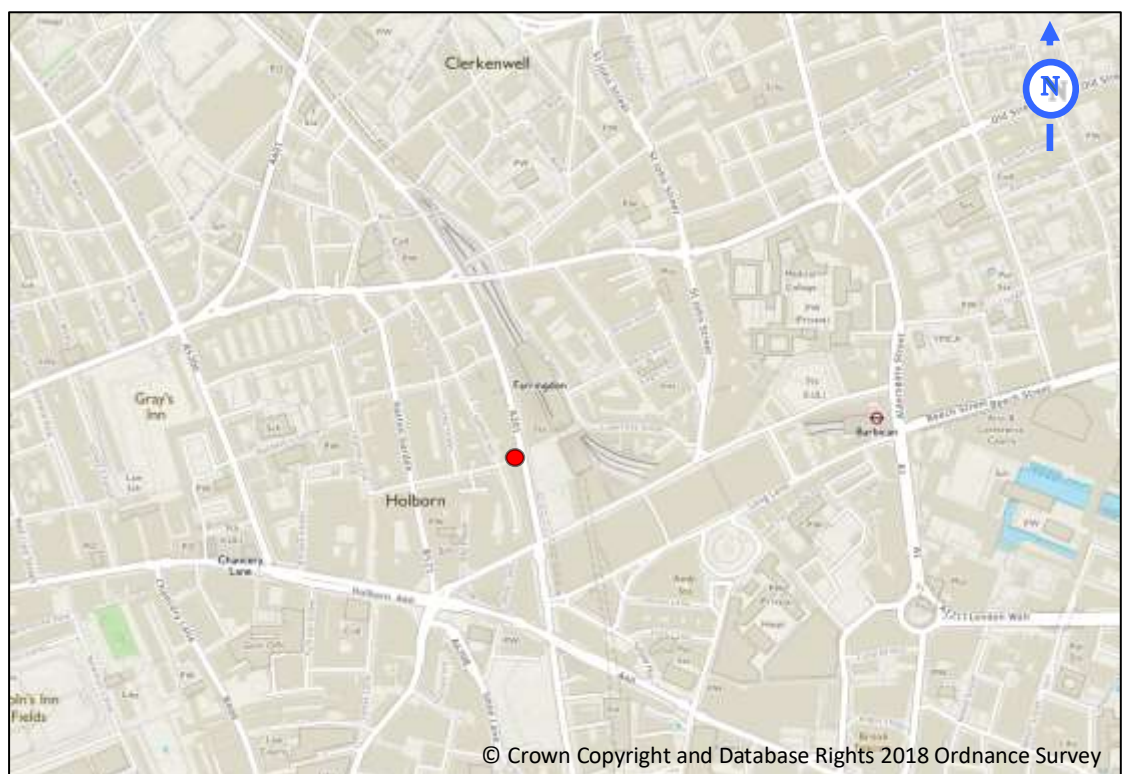


Figure 1: Site Location Plan

Local Highway Network

- 2.3 Farringdon Road is a two-way road operating in a general north-south alignment between King's Cross St. Pancras and Elephant and Castle through the City of London via Farringdon and measures approximately 11m in width. The road is a TfL 'red route' with dedicated bus lanes just north of the site.



- 2.4 Greville Street is a single way working road permitting eastbound traffic only onto Farringdon Road. The section across the building frontage is narrowed to approximately 3.5m in width coupled with bollards to prevent vehicle parking and acknowledging the route as well used by pedestrians routing to and from Farringdon Station.

Controlled Parking Zone

- 2.5 Local roads within the control of LBC are located within Controlled Parking Zone area CA-D where controls exist Monday to Friday between 08:30 and 18:30 and Saturdays between 08:30 and 13:30. Limited parking opportunities exist along Greville Street and Saffron Hill.
- 2.6 Single yellow line parking restrictions exist along Saffron Hill and Greville Street which can accommodate loading and unloading for local businesses including the Site.
- 2.7 On Farringdon Road adjacent to the Site entrance is a dedicated loading and disabled parking bay which measures approximately 40m in length. The bay permits loading for a maximum of 20 minutes or disabled parking for up to three hours between 10:00 and 16:00 with no stopping permitted between 07:00 and 19:00

Car Clubs

- 2.8 There are a number of existing car clubs operating in the vicinity of the site. The nearest on-street car club bays can be found at the following locations:
- Farringdon, Hatton Garden - Zipcar - 300m / 4-min walk distance
 - Farringdon South, Farringdon Ln S - Zipcar - 400m / 5-min walk distance
 - Clerkenwell, St John St S – Zipcar - 400m / 5-min walk distance

3 ACCESSIBILITY

3.1 The site is highly accessible by all modes with an excellent network of footpaths, cycle facilities and public transport services in the immediate vicinity. As such, there is no general necessity for the majority of people living in this location to need to travel by car to access employment, educational, retail or leisure facilities.

Walking

3.2 The local pedestrian environment provides well-maintained wide footways, street lighting and a number of crossings with dropped kerbs and tactile paving. Controlled pedestrian crossings exist at the corner of Greville Street and Farringdon Road providing links to Farringdon Station and beyond including the City of London and Barbican.

3.3 Walking is likely to be the principle means of accessing the site as people are likely to choose the gym due to its proximity to work or home and therefore walking routes are of particular importance.

3.4 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey. The Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

3.5 **Figure 3.1** below illustrates a 2km walking isochrone from the site to indicate the extent of the area that can be reached including the areas of Southwark, Holborn, Kings Cross and Islington.



Figure 3.1: 2km Walking Isochrone

Cycling

- 3.6 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Chartered Institution of Highways and Transportation (CIHT). This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car.
- 3.7 The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles. The majority of Central London can be reached including destinations of Harringay, Paddington, Kensington, Brixton, Bermondsey and the Olympic Park.
- 3.8 Farringdon Road is designated as a route '*marked for use by cyclists on a mixture of quiet and busier roads*' and forms part of an extensive local cycle network including routes which have been '*recommended by cyclists that connect other route sections*'.
- 3.9 TfL Cycle Hire Docking Stations are provided on Hatton Garden (28 spaces), Hatton Wall (26 spaces) and at Holborn Circus (39 spaces).



Public Transport Accessibility

Public Transport Accessibility Level (PTAL) Rating

- 3.10 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.11 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. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 3.12 According to TfL's planning information database, the site has a PTAL Level of 6B representing the highest possible level of accessibility to public transport; the details of the calculation are at **Appendix A**.

Bus Services

- 3.13 Bus services can be reached from Farringdon Road itself with bus stops in the immediate vicinity of the site including a southbound bus stop located opposite the site of the road.
- 3.14 Additional bus services can be reached from bus stops on Clerkenwell Road within a 5-minute (300m) walk distance of the site. From these stops it is possible to access bus routes 55, 63 and 243 in addition to two night bus routes (Nos.N55 and N63). An even greater number of bus services can be reached a short distance further away on the A40 Holborn in proximity to Holborn Circus to the south of the site.
- 3.15 The bus route 'spider map' prepared by TfL for the area is included at **Appendix B**.

Underground Services

- 3.16 Farringdon Station is less than 100m from the site entrance which provides access to London Underground Lines (Circle, Hammersmith & City and Metropolitan) in addition to National Rail services operated by Thameslink.
- 3.17 The station is currently subject to considerable construction works associated with the construction of the Elizabeth Line (Crossrail) which will see the station become a key interchange



station permitting the opportunity for people to interchange with the forthcoming upgraded Thameslink service in addition to London Underground services.

- 3.18 The site is also a short walk distance away from a range of other rail and underground stations including Barbican Station (9-minute / 700m walk distance), Chancery Lane (7-minute / 550m walk distance) and Moorgate (20-minute / 1.6km walk distance).

4 THE PROPOSAL

- 4.1 The proposal will reconfigure and refurbish the existing basement to accommodate a change of use from a night club (Sui Generis) to a gym (Class D2 use). The site occupies an area of 515sqm GIA which will be unchanged following the proposed change of use.
- 4.2 Frame Gym specialises in bespoke classes and personalised training focusing on specific routines and classes according to a fixed timetable for which attendance is pre-booked. The gym will operate differently to a conventional gym and will not provide gym equipment for members to use on an ad hoc basis.
- 4.3 Access into the basement will continue to be taken from the entrance from Farringdon Road where a small lobby will be located and steps down a single storey to the basement which will be complemented with a stair lift for accessibility.
- 4.4 A copy of the proposed layout plans are included at **Appendix C**.

Car Parking

- 4.5 The proposals constitute car-free development with no car parking opportunities available on-site. This approach is compliant with London Plan and Camden planning policy which restricts car parking in areas of high public transport accessibility such as this Site.

Cycle Parking

- 4.6 The London Plan stipulates that a minimum of 2 long-stay cycle parking spaces and 6 short stay spaces should be provided to accommodate the needs of the development.
- 4.7 The development proposals are inclusive of the provision of a single Sheffield stand to accommodate two bicycles within the ground floor lobby to accommodate the long-stay cycle parking need for staff parking.
- 4.8 Discussions with LBC have agreed that short-stay cycle parking will be provided on-street, and a contribution towards provision will be made by the Applicant.

Refuse/Recycling and Servicing

- 4.9 All waste will be stored within the building and will be transferred to the street for collection in accordance with LBC's time banded collections as necessary which occur up to three times per



day. The site will only be expected to generate a limited quantum of waste each day which can be adequately serviced by LBC's business waste service.

- 4.10 Deliveries and servicing will continue to take place as per the existing situation via the loading bay available on-street on Farringdon Road adjacent to the site entrance, or via loading opportunities to the rear of the site from Greville Street and Saffron Hill.



5 TRANSPORT POLICY

5.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the development of the site and how it complies with those policies.

National Planning Policy Framework (March 2012)

5.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

5.3 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy, with paragraph 32 setting out that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

5.4 The site has excellent accessibility to Underground and bus services and local facilities, which will ensure that patterns of travel to the site will be sustainable.

The London Plan

5.5 The London Plan (March 2016) provides policies and advice on matters that are of strategic importance to Greater London. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

5.6 Policy 6.1 sets out a number of strategic aims, key aims include:

- a) *encouraging patterns and modes of development that reduce the need to travel, especially by car;*

- b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- d) *promoting walking by ensuring an improved urban realm."*

5.7 In regards to cycle parking, **Table 5.1** below sets out the cycle parking minimum standards.

Table 5.1: Cycle Parking minimum standards	
Use Class	Minimum Cycle Parking
D2 Sports	Long-stay: 1 space per 8 staff Short-stay: 1 space per 100sqm

5.8 With regard to car parking, the London Plan stipulates that unless for disabled parking, no non-operational parking should be provided for locations in PTAL 6 central. Owing to the highly accessible location of the site, it is appropriate to provide no car parking.

Camden Local Plan (2017)

5.1 The Camden Local Plan was adopted in 2017 and *"sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010)"*. As such, it contains elements on transport provision set out in Chapter 10 of the document. The pertinent policies to the application are considered below.

5.2 Policy T1 relates to walking, cycling and public transport and reads as follows:

Walking

"In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- a. *improve the pedestrian environment by supporting high quality public realm improvement works;*
- b. *make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- c. *are easy and safe to walk through ('permeable');*

- *d. are adequately lit;*
- *e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- *f. contribute towards bridges and water crossings where appropriate.*

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

- *g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*
- *h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*
- *i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- *j. is easy and safe to cycle through ('permeable'); and*
- *k. contribute towards bridges and water crossings suitable for cycle use where appropriate.*

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

5.3 Policy T2 relates to Parking and Car-Free Development, whereby:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

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

b. limit on-site parking to: i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

Policy Summary

5.4 The location of this proposed development with its existing public transport facilities and real opportunities for the use of active modes of transport means that the site is highly suited to the proposed use. The proposals incorporate policy compliant levels of car and cycle parking as required by Camden and London Plan stipulations.

5.5 The highly accessible location of the Site seeks to *"encourage patterns and modes of development that reduce the need to travel, especially by car"* as stipulated by Policy 6.1 of the London Plan and is located close to where people will live and work which use the facilities provided which therefore promotes travelling on foot and by cycle and reducing the need to travel.

5.6 In summary, it is concluded that the development proposal is in accordance with local, regional and national planning policy guidance

6 POTENTIAL EFFECTS OF THE PROPOSAL

6.1 This section of the report considers the potential transport effects associated with the proposed change of use from nightclub to gym use, covering trip generation, parking (car and cycle) and deliveries and servicing.

Trip Generation

Existing Site

6.2 The site, until recently, has accommodated a night club which would have attracted a number of trips principally across the evening and night between 19:00-06:00 associated with patrons. However, a small number of trips would be expected to and from the site each day associated with the site management and the receipt of deliveries including beverages/consumables and business sundries.

Proposed Gym

6.3 To calculate the trip generation of the proposed gym, the TRICS trip rate database was interrogated for multi-modal surveys for Greater London sites. Sites were selected under the use class 'Leisure – Fitness Club (Private)' which gave rise to two surveys for sites with a PTAL of 6, which reflects the proposed site location.

6.4 The arrival and departure multi-modal trip rates (per 100sqm GFA) for the morning and evening weekday peak hour periods and weekday 12-hour daily period are summarised in **Table 6.1** below. The TRICS output is presented at **Appendix D**.

Mode	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily 07:00-19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Cycle	0.263	0.375	0.638	0.263	0.15	0.413	2.931	3.003	5.934
Walk	1.426	2.214	3.64	4.728	2.064	6.792	39.964	36.699	76.663
Public Transport	0.75	0.713	1.463	2.664	1.238	3.902	21.425	20.903	42.328
Total People	2.627	3.64	6.267	8.18	3.602	11.782	70.807	67.279	138.086

6.5 The estimated multi-modal trip generation for the proposed gym during the weekday morning and evening peak hour periods and weekday 12-hour daily period is summarised in **Table 6.2** below.

Mode	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily 07:00-19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Cycle	1	2	3	1	1	2	15	15	31
Walk	7	11	19	24	11	35	206	189	395
Public Transport	4	4	8	14	6	20	110	108	218
Total People	14	19	32	42	19	61	365	346	711

Notes: Figures rounded to nearest whole numbers.

6.6 The above therefore demonstrates that the proposed gym use are likely to generate a limited number of trips across the peak hours with approximately 32 two-way person trips across the morning peak hour and 61 two-way person trips across the evening peak hour. It is highly likely that the vast majority of people will travel on foot and by public transport which is reflected in the number of person trips attributed in the Table above.

Transport Effects

6.7 Based on the information provided in Table 6.2 it is evident that the proposed gym would not generate a significant number of vehicle trips during the gym’s peak hours, as the gym will not offer on-site car parking. In addition, there are limited opportunities for on-street pay and display parking and excellent sustainable transport links serving the site. For these reasons the majority of visits are expected to be made by walking, cycling or public transport modes.

6.8 The vast majority of the gym’s patrons will be people who work and live within very close proximity of the Site and, as such, the majority of trips made will be diverted or linked trips with people already on the local transport network. This reinforces the fact that the majority of trips will be made on foot; however, owing to the excellent accessibility of the site to bus and rail links it is equally possible that a small number of people will travel by public transport.



- 6.9 Given the significant number of public transport services available, once the number of trips are dispersed across the public transport network the impact upon any one service will be negligible with no discernible impact created.
- 6.10 With regard to pedestrians and cyclists, it is considered that the majority of people will already be on the local network, such as on their way to/from their homes or places of work. Local pedestrian and cyclist facilities are extensive with good facilities including pedestrian crossings towards Farringdon Station, and Farringdon Road designated as a cycle route. The limited additional walking and cycling trips will only create a *de minimis* impact upon local facilities.

Effect on Cycle Facilities

- 6.11 The development proposals are inclusive of the provision of a single Sheffield stand to accommodate two bicycles within the ground floor lobby; these will accommodate the long-stay cycle parking need for staff parking.
- 6.12 It is not possible to accommodate the short-stay cycle parking requirements within the confines of the building owing to the limited floor area of the ground floor lobby. In addition, use of basement space for cycle parking provision will not be practical as there is not a lift, and the provision of a cycle channel within the stairs would contravene the minimum stair width requirements specified by building regulations.
- 6.13 To mitigate the absence of short-stay cycle parking associated with the development, the Applicant is willing to provide a financial contribution, as part of a S106 legal agreement, to fund the delivery of on-street cycle parking spaces. This approach has been agreed with LBC during post-submission discussions.

Deliveries and Refuse Collection

- 6.14 Deliveries and servicing will continue to take place as per the existing situation via the loading bay available on-street on Farringdon Road adjacent to the site entrance or via loading opportunities to the rear of the site from Greville Street and Saffron Hill.
- 6.15 Deliveries will be primarily associated with the delivery of fresh produce associated with the creation of smoothies for customers and general supplies and sundries. It is expected that the site would create a demand for only a single vehicle a day associated with deliveries and servicing which would be undertaken by a transit van sized vehicle, or similar. The proposed



change of use will therefore result in a negligible change in servicing numbers or arrangements in the vicinity of the site.

7 SUMMARY AND CONCLUSION

Summary

- 7.1 Caneparo Associates is appointed by Frame Gym (the Applicant) to provide traffic and transport advice in relation to the proposal to reconfigure and refurbish the basement to permit a change of use from a night club (Sui Generis) to accommodate a gym (Use Class D2).
- 7.2 The site is located at the junction of Farringdon Road and Greville Street, in close proximity to Farringdon Station and is very well located to public transport nodes, local services and amenities. The site's excellent accessibility is reflected in its PTAL score of 6b – the highest possible score.
- 7.3 Long-stay cycle parking will be provided in accordance with the London Plan minimum standards with the provision of a Sheffield cycle stand within the ground floor lobby area. The short-stay requirement (6 spaces) will be provided through a financial contribution to Camden council to provide additional facilities on-street.
- 7.4 A trip generation assessment has been undertaken which demonstrates that the proposed development will yield an insignificant increase in the multi-modal journeys likely to be undertaken, owing to the limited scale of the development proposals and their accessibility to a range of public transport nodes and services. The vast majority of trips will be undertaken by walking and cycling; therefore, the proposal will not result in a significantly impact upon highway or public transport networks.
- 7.5 All vehicular deliveries and refuse collections will take place in line with the existing situation and given the change of use, it is considered that the proposals will not add to the demand for on-street servicing when compared to the consented use as a night club.
- 7.6 It is therefore considered that the development would be in accordance with relevant transport policy guidance, that the proposed gym use would be appropriate for this site, and could be successfully accommodated by the local transport network.

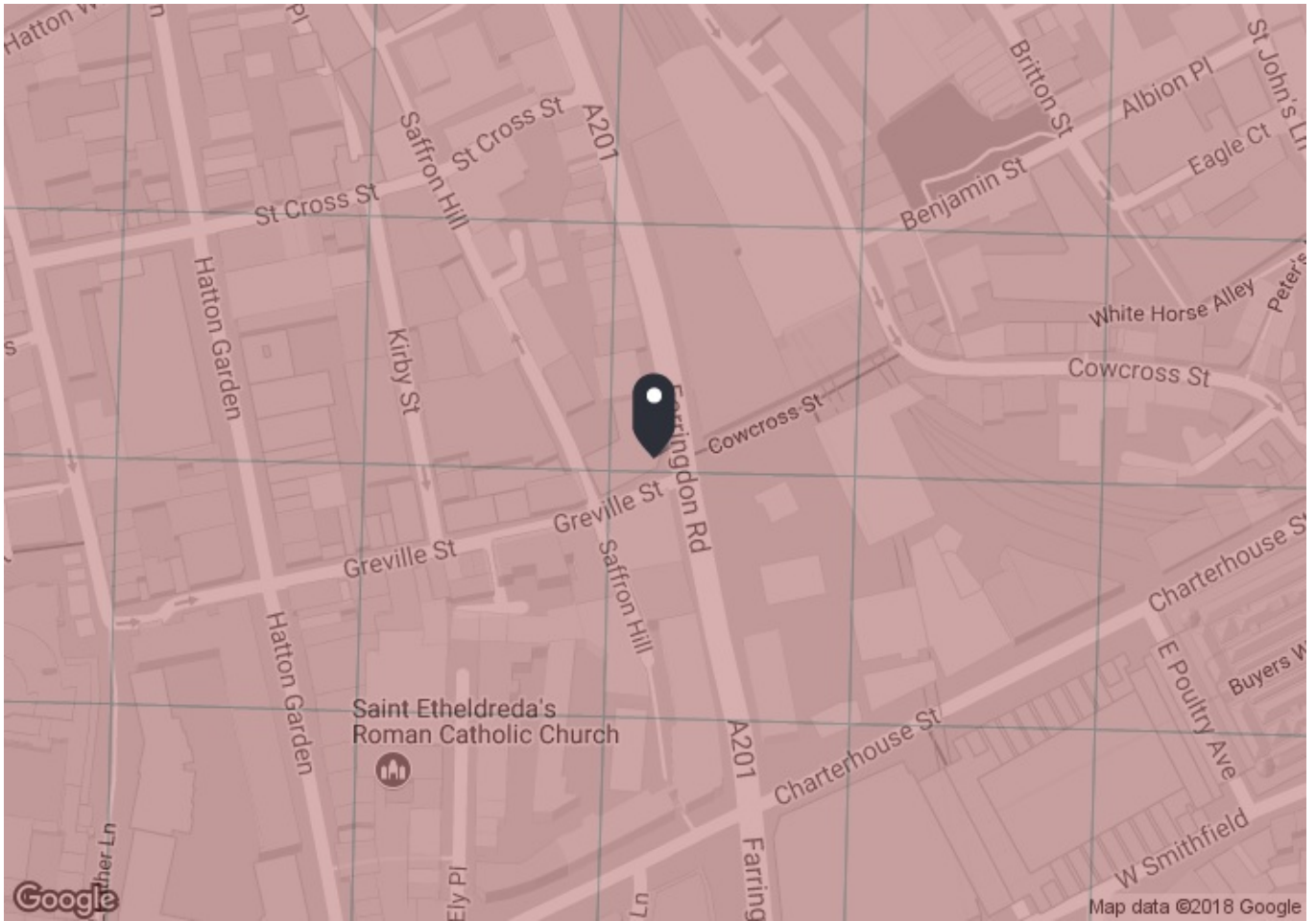
Conclusion

- 7.7 The proposed scheme is consistent with relevant transport policy guidance and is not anticipated to give rise to any significant transport related impacts. We therefore conclude that



the planning application proposal is acceptable in traffic and transport terms, and there are no reasons why permission should be prevented or refused on transport grounds.

Appendix A



PTAL output for Base Year 6b

Farringdon Point, 29-35 Farringdon Rd, London EC1M 3JF, UK
 Easting: 531515, Northing: 181799










Grid Cell: 87384

Report generated: 25/01/2018


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

Map key - PTAL

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

Map layers

 PTAL (cell size: 100m)

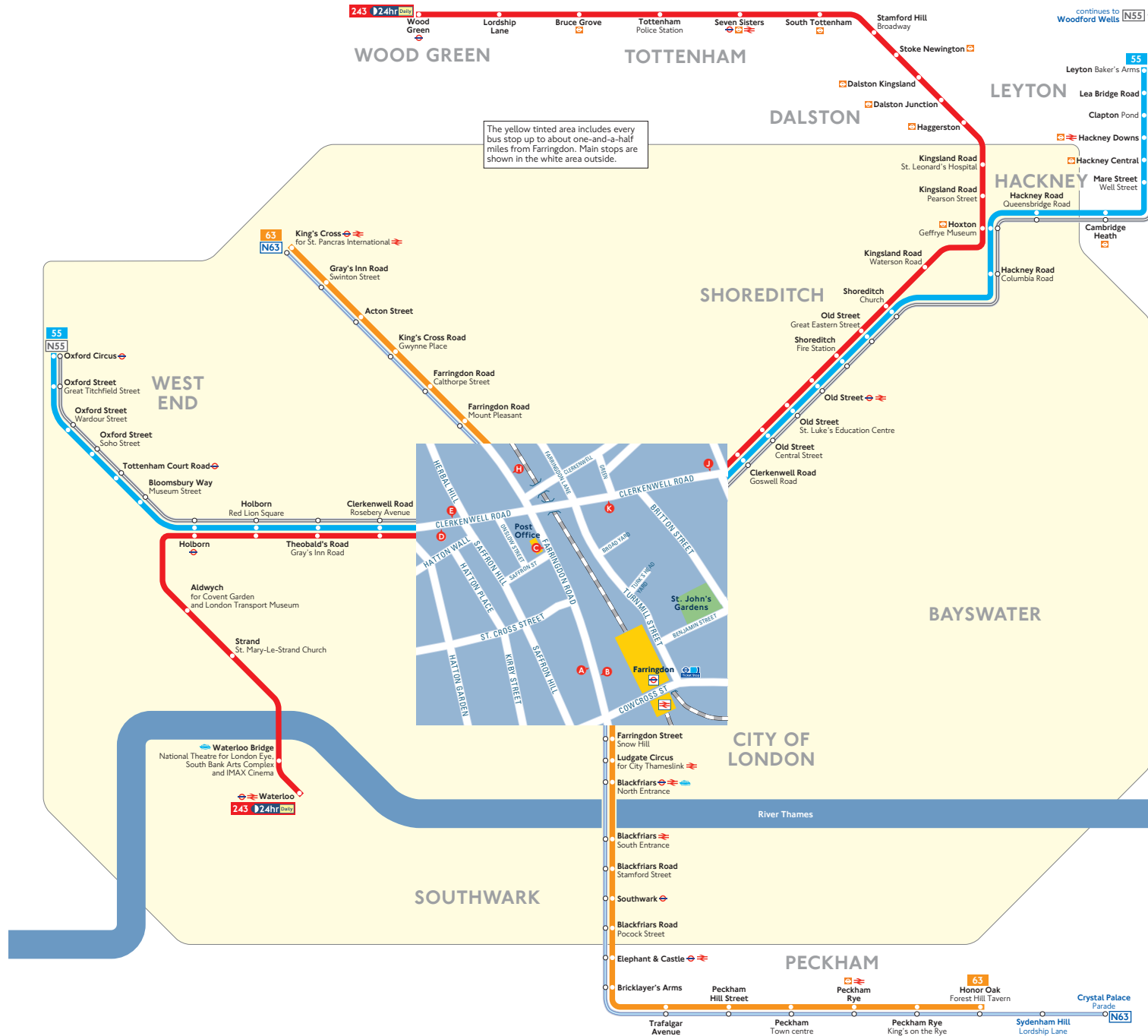
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HOLBORN CIRCUS	341	536.59	6	6.71	7	13.71	2.19	0.5	1.09
Bus	HOLBORN CIRCUS EAST	8	371	10	4.64	5	9.64	3.11	0.5	1.56
Bus	HOLBORN CIRCUS EAST	521	371	27	4.64	3.11	7.75	3.87	0.5	1.94
Bus	HOLBORN CIRCUS EAST	242	371	6.5	4.64	6.62	11.25	2.67	0.5	1.33
Bus	HOLBORN CIRCUS EAST	46	371	6	4.64	7	11.64	2.58	0.5	1.29
Bus	HOLBORN CIRCUS EAST	25	371	8	4.64	5.75	10.39	2.89	0.5	1.44
Bus	FARRINGDON ST SMITHFIELD	17	297.85	7.5	3.72	6	9.72	3.09	0.5	1.54
Bus	FARRINGDON ST SMITHFIELD	45	297.85	7	3.72	6.29	10.01	3	0.5	1.5
Bus	ST BARTS WEST SMITHFIELD	56	596.34	9	7.45	5.33	12.79	2.35	0.5	1.17
Bus	HATTON GARDEN	243	407.2	11	5.09	4.73	9.82	3.06	0.5	1.53
Bus	FARRINGDON STATION	63	40.76	12	0.51	4.5	5.01	5.99	1	5.99
Bus	CLERKENWELL GREEN	55	376.9	10	4.71	5	9.71	3.09	0.5	1.54
Rail	Farringdon	'BEDFDM-SVNOAKS 1E62'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BROMLYS 1E83'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-ORPNGTN 1L60'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-SUTTON 1O13'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-KENTHOS 1S85'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1T11'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1T15'	163.16	0.67	2.04	45.53	47.57	0.63	0.5	0.32
Rail	Farringdon	'BRGHTN-BEDFDM 1T83'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-SUTTON 1V23'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-SUTTON 1V82'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 1W06'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 1W81'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1W84'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1W86'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SVNOAKS 2E11'	163.16	1	2.04	30.75	32.79	0.91	1	0.91
Rail	Farringdon	'BEDFDM-SVNOAKS 2E19'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'LUTON-SVNOAKS 2E21'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SVNOAKS 2E95'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-LUTON 2O00'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-BEDFDM 2O04'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-STALBCY 2O06'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-LUTON 2O10'	163.16	1	2.04	30.75	32.79	0.91	0.5	0.46
Rail	Farringdon	'LUTON-SUTTON 2O17'	163.16	0.67	2.04	45.53	47.57	0.63	0.5	0.32
Rail	Farringdon	'STALBCY-SUTTON 2O21'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SUTTON 2O29'	163.16	0.67	2.04	45.53	47.57	0.63	0.5	0.32
Rail	Farringdon	'LUTON-BCKNHMJ 2S91'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-BROMLYS 2S93'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2T02'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2T04'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 2T15'	163.16	1	2.04	30.75	32.79	0.91	0.5	0.46
Rail	Farringdon	'BEDFDM-BRGHTN 2T25'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-LUTON 2T99'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-STALBCY 2V02'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-STALBCY 2V08'	163.16	0.67	2.04	45.53	47.57	0.63	0.5	0.32
Rail	Farringdon	'BEDFDM-SUTTON 2V15'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-BEDFDM 2V16'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'LUTON-SUTTON 2V19'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-KNTSHTN 2V20'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SUTTON 2V27'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'LUTON-SUTTON 2V31'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2W08'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2W12'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2W16'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'ASHFKY-BEDFDM 1E61'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'ASHFKY-BEDFDM 1E63'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'RCHT-BEDFDM 1E67'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Farringdon	'SVNOAKS-BEDFDM 1E69'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BROMLYS-BEDFDM 1E82'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BCKNHMJ-BEDFDM 1G65'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'KENTHOS-BEDFDM 1G71'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-STALBCY 2D93'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-LUTON 2D95'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-STALBCY 2E59'	163.16	0.67	2.04	45.53	47.57	0.63	0.5	0.32
Rail	Farringdon	'SVNOAKS-LUTON 2E61'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-WHIMPSTM 2E63'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-KNTSHTN 2E65'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-KNTSHTN 2E67'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BROMLYS-LUTON 2E93'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-LUTON 2L59'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-KNTSHTN 2L65'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-ELPHNAC 1J87'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-ELPHNAC 1J88'	163.16	0.33	2.04	91.66	93.7	0.32	0.5	0.16
LUL	Farringdon	'Edgware-Hammersmith'	163.16	6	2.04	5.75	7.79	3.85	0.5	1.93
LUL	Farringdon	'Barking-Hammersmith'	163.16	6.34	2.04	5.48	7.52	3.99	1	3.99
LUL	Farringdon	'Hammersmith-Plaistow'	163.16	1	2.04	30.75	32.79	0.91	0.5	0.46
LUL	Farringdon	'Aldgate-AmerFast'	163.16	1	2.04	30.75	32.79	0.91	0.5	0.46
LUL	Farringdon	'Ches-AldgateFast'	163.16	2	2.04	15.75	17.79	1.69	0.5	0.84
LUL	Farringdon	'Uxbridge-AldSlow'	163.16	5.33	2.04	6.38	8.42	3.56	0.5	1.78
LUL	Farringdon	'Watford-AldFast'	163.16	3.67	2.04	8.92	10.96	2.74	0.5	1.37
LUL	Farringdon	'Aldg-WatfordSlow'	163.16	3.67	2.04	8.92	10.96	2.74	0.5	1.37
LUL	Farringdon	'Ald-HarrowHill'	163.16	1.33	2.04	23.31	25.35	1.18	0.5	0.59
LUL	Chancery Lane	'Epping-Ealing'	688.09	3	8.6	10.75	19.35	1.55	0.5	0.78
LUL	Chancery Lane	'WRuislip-Epping'	688.09	3	8.6	10.75	19.35	1.55	0.5	0.78
LUL	Chancery Lane	'RuislipGar-Epping'	688.09	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'WhiteCity-Epping'	688.09	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Epping-NActon'	688.09	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'Northolt-Epping'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'Debden-WRuislip'	688.09	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'WhiteCity-Debden'	688.09	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt'	688.09	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'RuislipGdns-Debden'	688.09	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip'	688.09	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'NActon-Loughton'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'RuislipGdns-Loughton'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'Loughton-WhiteCity'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'Loughton-Northolt'	688.09	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton'	688.09	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'Ealing-NewburyPark'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'WRuislip-NewburyPark'	688.09	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark'	688.09	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Ealing-Hainault'	688.09	5	8.6	6.75	15.35	1.95	0.5	0.98
LUL	Chancery Lane	'Hainault-Nacton'	688.09	1.33	8.6	23.31	31.91	0.94	0.5	0.47
LUL	Chancery Lane	'Hainault-WRuislip'	688.09	3.33	8.6	9.76	18.36	1.63	0.5	0.82
LUL	Chancery Lane	'RuislipGdns-NP-Hain'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Hainault'	688.09	1.67	8.6	18.71	27.32	1.1	0.5	0.55
LUL	Chancery Lane	'Hainault-NP-Northolt'	688.09	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'GrangeHill-WD-Eal'	688.09	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'GrangeHill-Wtdf-Whit'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'GrangeHill-Wtdf-WRsp'	688.09	0.67	8.6	45.53	54.13	0.55	0.5	0.28
Total Grid Cell AI:										57.12

Appendix B

Buses from Farringdon



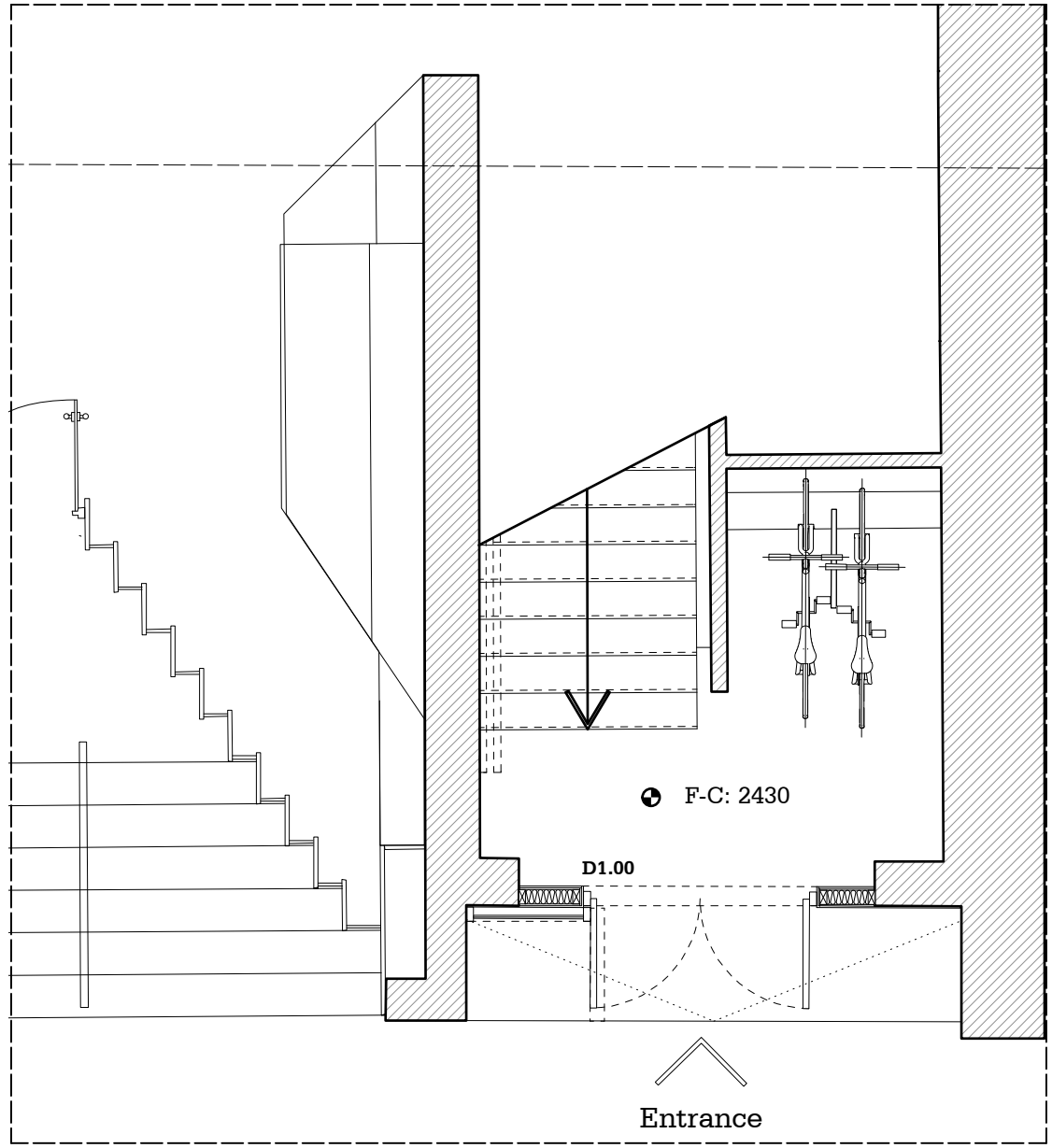
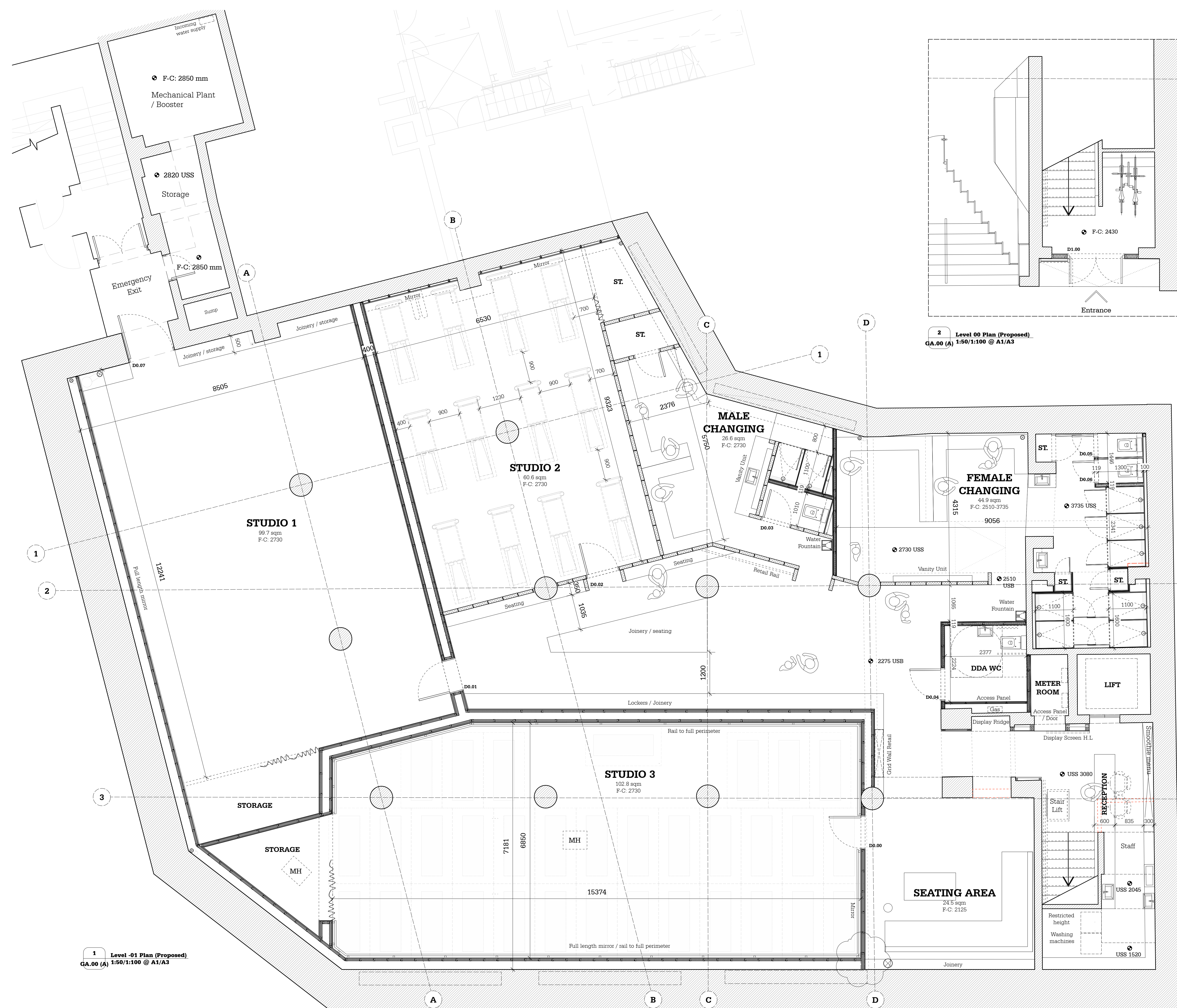
Route finder

Bus route	Towards	Bus stops
55	Leyton	B J
	Oxford Circus	D K
63	Honor Oak	B H
	King's Cross	A C
243 24hr Daily	Waterloo	D K
	Wood Green	B J

Night buses

Bus route	Towards	Bus stops
N55	Oxford Circus	D K
	Woodford Wells	B J
N63	Crystal Palace	B H
	King's Cross	A C

Appendix C



2 Level 00 Plan (Proposed)
GA.00 (A) 1:50/1:100 @ A1/A3

1 No. sheffield cycle stand allowing for 2 staff parking

1. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTS AND STRUCTURAL ENGINEERS / CONSULTANT INFORMATION.

2. DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS & S/O's ARE TO BE CHECKED & CONFIRMED ON SITE BY CONTRACTOR AND/OR FABRICATORS PRIOR TO INSTALLATION

KEY:

Existing walls

Studio Webb
ARCHITECTS LIMITED

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FOR **FRAME GYM**

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REV	DATE	NOTES

PROJECT **FRAME, Farringdon Rd**

TITLE **PLANS (Proposed)**

STATUS **INFORMATION**

DATE	SCALE	PROJECT NO.	DRAWING NO.	REVISION
11/17	1:50/100 @A1/A3	17025	GA.00	-

Appendix D

Calculation Reference: AUDIT-358901-180125-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	IS ISLINGTON	1 days

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

Secondary 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 1440 (units: sqm)
Range Selected by User:	204 to 4057 (units: sqm)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/09 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
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
---------------------	---

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:

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:

D2	2 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 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 2 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 1 days

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

No 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 1 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	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
2	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 VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.638	2	1333	0.413	2	1333	1.051
07:00 - 08:00	2	1333	0.338	2	1333	0.788	2	1333	1.126
08:00 - 09:00	2	1333	0.188	2	1333	0.300	2	1333	0.488
09:00 - 10:00	2	1333	0.375	2	1333	0.075	2	1333	0.450
10:00 - 11:00	2	1333	0.263	2	1333	0.413	2	1333	0.676
11:00 - 12:00	2	1333	0.263	2	1333	0.225	2	1333	0.488
12:00 - 13:00	2	1333	0.188	2	1333	0.225	2	1333	0.413
13:00 - 14:00	2	1333	0.150	2	1333	0.188	2	1333	0.338
14:00 - 15:00	2	1333	0.113	2	1333	0.225	2	1333	0.338
15:00 - 16:00	2	1333	0.225	2	1333	0.150	2	1333	0.375
16:00 - 17:00	2	1333	0.150	2	1333	0.188	2	1333	0.338
17:00 - 18:00	2	1333	0.450	2	1333	0.150	2	1333	0.600
18:00 - 19:00	2	1333	0.600	2	1333	0.450	2	1333	1.050
19:00 - 20:00	2	1333	0.638	2	1333	1.013	2	1333	1.651
20:00 - 21:00	2	1333	0.600	2	1333	0.600	2	1333	1.200
21:00 - 22:00	2	1333	0.263	2	1333	0.375	2	1333	0.638
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.442			5.778			11.220

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.076			0.152

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.113	2	1333	0.075	2	1333	0.188
07:00 - 08:00	2	1333	0.413	2	1333	0.225	2	1333	0.638
08:00 - 09:00	2	1333	0.263	2	1333	0.375	2	1333	0.638
09:00 - 10:00	2	1333	0.188	2	1333	0.225	2	1333	0.413
10:00 - 11:00	2	1333	0.113	2	1333	0.113	2	1333	0.226
11:00 - 12:00	2	1333	0.150	2	1333	0.188	2	1333	0.338
12:00 - 13:00	2	1333	0.188	2	1333	0.038	2	1333	0.226
13:00 - 14:00	2	1333	0.113	2	1333	0.150	2	1333	0.263
14:00 - 15:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
15:00 - 16:00	2	1333	0.113	2	1333	0.038	2	1333	0.151
16:00 - 17:00	2	1333	0.075	2	1333	0.075	2	1333	0.150
17:00 - 18:00	2	1333	0.263	2	1333	0.150	2	1333	0.413
18:00 - 19:00	2	1333	0.263	2	1333	0.300	2	1333	0.563
19:00 - 20:00	2	1333	0.225	2	1333	0.263	2	1333	0.488
20:00 - 21:00	2	1333	0.188	2	1333	0.375	2	1333	0.563
21:00 - 22:00	2	1333	0.225	2	1333	0.375	2	1333	0.600
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.931			3.003			5.934

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.563	2	1333	0.300	2	1333	0.863
07:00 - 08:00	2	1333	0.413	2	1333	0.750	2	1333	1.163
08:00 - 09:00	2	1333	0.188	2	1333	0.338	2	1333	0.526
09:00 - 10:00	2	1333	0.450	2	1333	0.075	2	1333	0.525
10:00 - 11:00	2	1333	0.300	2	1333	0.450	2	1333	0.750
11:00 - 12:00	2	1333	0.338	2	1333	0.300	2	1333	0.638
12:00 - 13:00	2	1333	0.188	2	1333	0.263	2	1333	0.451
13:00 - 14:00	2	1333	0.188	2	1333	0.263	2	1333	0.451
14:00 - 15:00	2	1333	0.150	2	1333	0.300	2	1333	0.450
15:00 - 16:00	2	1333	0.300	2	1333	0.150	2	1333	0.450
16:00 - 17:00	2	1333	0.150	2	1333	0.225	2	1333	0.375
17:00 - 18:00	2	1333	0.525	2	1333	0.150	2	1333	0.675
18:00 - 19:00	2	1333	0.788	2	1333	0.450	2	1333	1.238
19:00 - 20:00	2	1333	0.826	2	1333	1.313	2	1333	2.139
20:00 - 21:00	2	1333	0.750	2	1333	0.826	2	1333	1.576
21:00 - 22:00	2	1333	0.375	2	1333	0.525	2	1333	0.900
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.492			6.678			13.170

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	2.176	2	1333	0.938	2	1333	3.114
07:00 - 08:00	2	1333	1.651	2	1333	1.914	2	1333	3.565
08:00 - 09:00	2	1333	1.426	2	1333	2.214	2	1333	3.640
09:00 - 10:00	2	1333	1.801	2	1333	1.351	2	1333	3.152
10:00 - 11:00	2	1333	1.839	2	1333	1.463	2	1333	3.302
11:00 - 12:00	2	1333	1.764	2	1333	1.614	2	1333	3.378
12:00 - 13:00	2	1333	3.490	2	1333	1.876	2	1333	5.366
13:00 - 14:00	2	1333	2.627	2	1333	3.340	2	1333	5.967
14:00 - 15:00	2	1333	1.839	2	1333	1.914	2	1333	3.753
15:00 - 16:00	2	1333	1.576	2	1333	1.839	2	1333	3.415
16:00 - 17:00	2	1333	1.914	2	1333	2.026	2	1333	3.940
17:00 - 18:00	2	1333	4.728	2	1333	2.064	2	1333	6.792
18:00 - 19:00	2	1333	5.103	2	1333	3.302	2	1333	8.405
19:00 - 20:00	2	1333	4.390	2	1333	4.991	2	1333	9.381
20:00 - 21:00	2	1333	2.289	2	1333	3.039	2	1333	5.328
21:00 - 22:00	2	1333	1.351	2	1333	2.814	2	1333	4.165
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.964			36.699			76.663

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.450	2	1333	0.263	2	1333	0.713
07:00 - 08:00	2	1333	0.338	2	1333	0.375	2	1333	0.713
08:00 - 09:00	2	1333	0.600	2	1333	0.300	2	1333	0.900
09:00 - 10:00	2	1333	0.788	2	1333	0.563	2	1333	1.351
10:00 - 11:00	2	1333	0.338	2	1333	0.413	2	1333	0.751
11:00 - 12:00	2	1333	0.750	2	1333	0.600	2	1333	1.350
12:00 - 13:00	2	1333	0.600	2	1333	0.563	2	1333	1.163
13:00 - 14:00	2	1333	0.713	2	1333	0.488	2	1333	1.201
14:00 - 15:00	2	1333	0.338	2	1333	0.450	2	1333	0.788
15:00 - 16:00	2	1333	0.563	2	1333	0.600	2	1333	1.163
16:00 - 17:00	2	1333	0.713	2	1333	0.713	2	1333	1.426
17:00 - 18:00	2	1333	1.576	2	1333	0.675	2	1333	2.251
18:00 - 19:00	2	1333	1.876	2	1333	1.163	2	1333	3.039
19:00 - 20:00	2	1333	1.238	2	1333	2.026	2	1333	3.264
20:00 - 21:00	2	1333	0.976	2	1333	1.839	2	1333	2.815
21:00 - 22:00	2	1333	0.600	2	1333	1.013	2	1333	1.613
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.457			12.044			24.501

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.450	2	1333	0.150	2	1333	0.600
07:00 - 08:00	2	1333	0.413	2	1333	0.263	2	1333	0.676
08:00 - 09:00	2	1333	0.150	2	1333	0.413	2	1333	0.563
09:00 - 10:00	2	1333	0.263	2	1333	0.263	2	1333	0.526
10:00 - 11:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
11:00 - 12:00	2	1333	0.263	2	1333	0.338	2	1333	0.601
12:00 - 13:00	2	1333	0.525	2	1333	0.263	2	1333	0.788
13:00 - 14:00	2	1333	0.450	2	1333	0.488	2	1333	0.938
14:00 - 15:00	2	1333	0.225	2	1333	0.263	2	1333	0.488
15:00 - 16:00	2	1333	0.375	2	1333	0.300	2	1333	0.675
16:00 - 17:00	2	1333	0.600	2	1333	0.750	2	1333	1.350
17:00 - 18:00	2	1333	1.088	2	1333	0.563	2	1333	1.651
18:00 - 19:00	2	1333	2.064	2	1333	1.238	2	1333	3.302
19:00 - 20:00	2	1333	0.938	2	1333	1.576	2	1333	2.514
20:00 - 21:00	2	1333	0.750	2	1333	1.163	2	1333	1.913
21:00 - 22:00	2	1333	0.263	2	1333	0.675	2	1333	0.938
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.967			8.856			17.823

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.901	2	1333	0.413	2	1333	1.314
07:00 - 08:00	2	1333	0.750	2	1333	0.638	2	1333	1.388
08:00 - 09:00	2	1333	0.750	2	1333	0.713	2	1333	1.463
09:00 - 10:00	2	1333	1.051	2	1333	0.826	2	1333	1.877
10:00 - 11:00	2	1333	0.488	2	1333	0.563	2	1333	1.051
11:00 - 12:00	2	1333	1.013	2	1333	0.938	2	1333	1.951
12:00 - 13:00	2	1333	1.126	2	1333	0.826	2	1333	1.952
13:00 - 14:00	2	1333	1.163	2	1333	0.976	2	1333	2.139
14:00 - 15:00	2	1333	0.563	2	1333	0.713	2	1333	1.276
15:00 - 16:00	2	1333	0.938	2	1333	0.901	2	1333	1.839
16:00 - 17:00	2	1333	1.313	2	1333	1.463	2	1333	2.776
17:00 - 18:00	2	1333	2.664	2	1333	1.238	2	1333	3.902
18:00 - 19:00	2	1333	3.940	2	1333	2.402	2	1333	6.342
19:00 - 20:00	2	1333	2.176	2	1333	3.602	2	1333	5.778
20:00 - 21:00	2	1333	1.726	2	1333	3.002	2	1333	4.728
21:00 - 22:00	2	1333	0.863	2	1333	1.689	2	1333	2.552
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.425			20.903			42.328

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	3.752	2	1333	1.726	2	1333	5.478
07:00 - 08:00	2	1333	3.227	2	1333	3.527	2	1333	6.754
08:00 - 09:00	2	1333	2.627	2	1333	3.640	2	1333	6.267
09:00 - 10:00	2	1333	3.490	2	1333	2.477	2	1333	5.967
10:00 - 11:00	2	1333	2.739	2	1333	2.589	2	1333	5.328
11:00 - 12:00	2	1333	3.265	2	1333	3.039	2	1333	6.304
12:00 - 13:00	2	1333	4.991	2	1333	3.002	2	1333	7.993
13:00 - 14:00	2	1333	4.090	2	1333	4.728	2	1333	8.818
14:00 - 15:00	2	1333	2.589	2	1333	2.964	2	1333	5.553
15:00 - 16:00	2	1333	2.927	2	1333	2.927	2	1333	5.854
16:00 - 17:00	2	1333	3.452	2	1333	3.790	2	1333	7.242
17:00 - 18:00	2	1333	8.180	2	1333	3.602	2	1333	11.782
18:00 - 19:00	2	1333	10.094	2	1333	6.454	2	1333	16.548
19:00 - 20:00	2	1333	7.617	2	1333	10.169	2	1333	17.786
20:00 - 21:00	2	1333	4.953	2	1333	7.242	2	1333	12.195
21:00 - 22:00	2	1333	2.814	2	1333	5.403	2	1333	8.217
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			70.807			67.279			138.086

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.450	2	1333	0.338	2	1333	0.788
07:00 - 08:00	2	1333	0.300	2	1333	0.600	2	1333	0.900
08:00 - 09:00	2	1333	0.113	2	1333	0.263	2	1333	0.376
09:00 - 10:00	2	1333	0.338	2	1333	0.038	2	1333	0.376
10:00 - 11:00	2	1333	0.225	2	1333	0.375	2	1333	0.600
11:00 - 12:00	2	1333	0.225	2	1333	0.225	2	1333	0.450
12:00 - 13:00	2	1333	0.188	2	1333	0.188	2	1333	0.376
13:00 - 14:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
14:00 - 15:00	2	1333	0.113	2	1333	0.225	2	1333	0.338
15:00 - 16:00	2	1333	0.188	2	1333	0.150	2	1333	0.338
16:00 - 17:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
17:00 - 18:00	2	1333	0.300	2	1333	0.113	2	1333	0.413
18:00 - 19:00	2	1333	0.488	2	1333	0.375	2	1333	0.863
19:00 - 20:00	2	1333	0.638	2	1333	0.863	2	1333	1.501
20:00 - 21:00	2	1333	0.600	2	1333	0.563	2	1333	1.163
21:00 - 22:00	2	1333	0.263	2	1333	0.375	2	1333	0.638
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.729			4.991			9.720

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.150	2	1333	0.075	2	1333	0.225
07:00 - 08:00	2	1333	0.000	2	1333	0.075	2	1333	0.075
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.188			0.188			0.376

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.038	2	1333	0.000	2	1333	0.038
07:00 - 08:00	2	1333	0.038	2	1333	0.113	2	1333	0.151
08:00 - 09:00	2	1333	0.038	2	1333	0.000	2	1333	0.038
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.038	2	1333	0.038	2	1333	0.076
11:00 - 12:00	2	1333	0.038	2	1333	0.000	2	1333	0.038
12:00 - 13:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
13:00 - 14:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.038	2	1333	0.000	2	1333	0.038
16:00 - 17:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
17:00 - 18:00	2	1333	0.113	2	1333	0.000	2	1333	0.113
18:00 - 19:00	2	1333	0.113	2	1333	0.075	2	1333	0.188
19:00 - 20:00	2	1333	0.000	2	1333	0.150	2	1333	0.150
20:00 - 21:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.454			0.528			0.982

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.450	2	1333	0.150	2	1333	0.600
07:00 - 08:00	2	1333	0.413	2	1333	0.263	2	1333	0.676
08:00 - 09:00	2	1333	0.150	2	1333	0.413	2	1333	0.563
09:00 - 10:00	2	1333	0.263	2	1333	0.263	2	1333	0.526
10:00 - 11:00	2	1333	0.150	2	1333	0.150	2	1333	0.300
11:00 - 12:00	2	1333	0.263	2	1333	0.338	2	1333	0.601
12:00 - 13:00	2	1333	0.525	2	1333	0.263	2	1333	0.788
13:00 - 14:00	2	1333	0.450	2	1333	0.488	2	1333	0.938
14:00 - 15:00	2	1333	0.225	2	1333	0.263	2	1333	0.488
15:00 - 16:00	2	1333	0.375	2	1333	0.263	2	1333	0.638
16:00 - 17:00	2	1333	0.600	2	1333	0.713	2	1333	1.313
17:00 - 18:00	2	1333	1.088	2	1333	0.525	2	1333	1.613
18:00 - 19:00	2	1333	2.064	2	1333	1.126	2	1333	3.190
19:00 - 20:00	2	1333	0.938	2	1333	1.501	2	1333	2.439
20:00 - 21:00	2	1333	0.750	2	1333	1.051	2	1333	1.801
21:00 - 22:00	2	1333	0.263	2	1333	0.563	2	1333	0.826
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.967			8.333			17.300

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL DLR Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL Overground Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
17:00 - 18:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
18:00 - 19:00	2	1333	0.000	2	1333	0.075	2	1333	0.075
19:00 - 20:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.075	2	1333	0.075
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.264			0.264

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL National Rail Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
19:00 - 20:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
20:00 - 21:00	2	1333	0.000	2	1333	0.113	2	1333	0.113
21:00 - 22:00	2	1333	0.000	2	1333	0.038	2	1333	0.038
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.265			0.265

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

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

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.450	2	1333	0.263	2	1333	0.713
07:00 - 08:00	2	1333	0.338	2	1333	0.375	2	1333	0.713
08:00 - 09:00	2	1333	0.600	2	1333	0.300	2	1333	0.900
09:00 - 10:00	2	1333	0.788	2	1333	0.563	2	1333	1.351
10:00 - 11:00	2	1333	0.338	2	1333	0.413	2	1333	0.751
11:00 - 12:00	2	1333	0.750	2	1333	0.600	2	1333	1.350
12:00 - 13:00	2	1333	0.600	2	1333	0.563	2	1333	1.163
13:00 - 14:00	2	1333	0.713	2	1333	0.488	2	1333	1.201
14:00 - 15:00	2	1333	0.338	2	1333	0.450	2	1333	0.788
15:00 - 16:00	2	1333	0.563	2	1333	0.600	2	1333	1.163
16:00 - 17:00	2	1333	0.713	2	1333	0.713	2	1333	1.426
17:00 - 18:00	2	1333	1.576	2	1333	0.675	2	1333	2.251
18:00 - 19:00	2	1333	1.876	2	1333	1.163	2	1333	3.039
19:00 - 20:00	2	1333	1.238	2	1333	2.026	2	1333	3.264
20:00 - 21:00	2	1333	0.976	2	1333	1.839	2	1333	2.815
21:00 - 22:00	2	1333	0.600	2	1333	1.013	2	1333	1.613
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.457			12.044			24.501

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.

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Parameter summary

Trip rate parameter range selected:	1225 - 1440 (units: sqm)
Survey date date range:	01/01/09 - 28/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

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Survey date date range:	01/01/09 - 28/06/16
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL Water Service Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1333	0.000	2	1333	0.000	2	1333	0.000
07:00 - 08:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
08:00 - 09:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
09:00 - 10:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
10:00 - 11:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
11:00 - 12:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
12:00 - 13:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
13:00 - 14:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
14:00 - 15:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
15:00 - 16:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
16:00 - 17:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
17:00 - 18:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
18:00 - 19:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
19:00 - 20:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
20:00 - 21:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
21:00 - 22:00	2	1333	0.000	2	1333	0.000	2	1333	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

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Parameter summary

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Surveys automatically removed from selection:	0
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