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Transport Statement

81 Belsize Park Gardens, NW3

Prepared for Land & Site Acquisitions Ltd

By YES Engineering Group Limited

August 2021

Revision History

Revision Nº	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	Jocelyn Willis		August 2021
Reviewed by	Paul Willis		August 2021
Approved by	Kathryn Backhouse		August 2021
on behalf of	YES Engineering Group Ltd		

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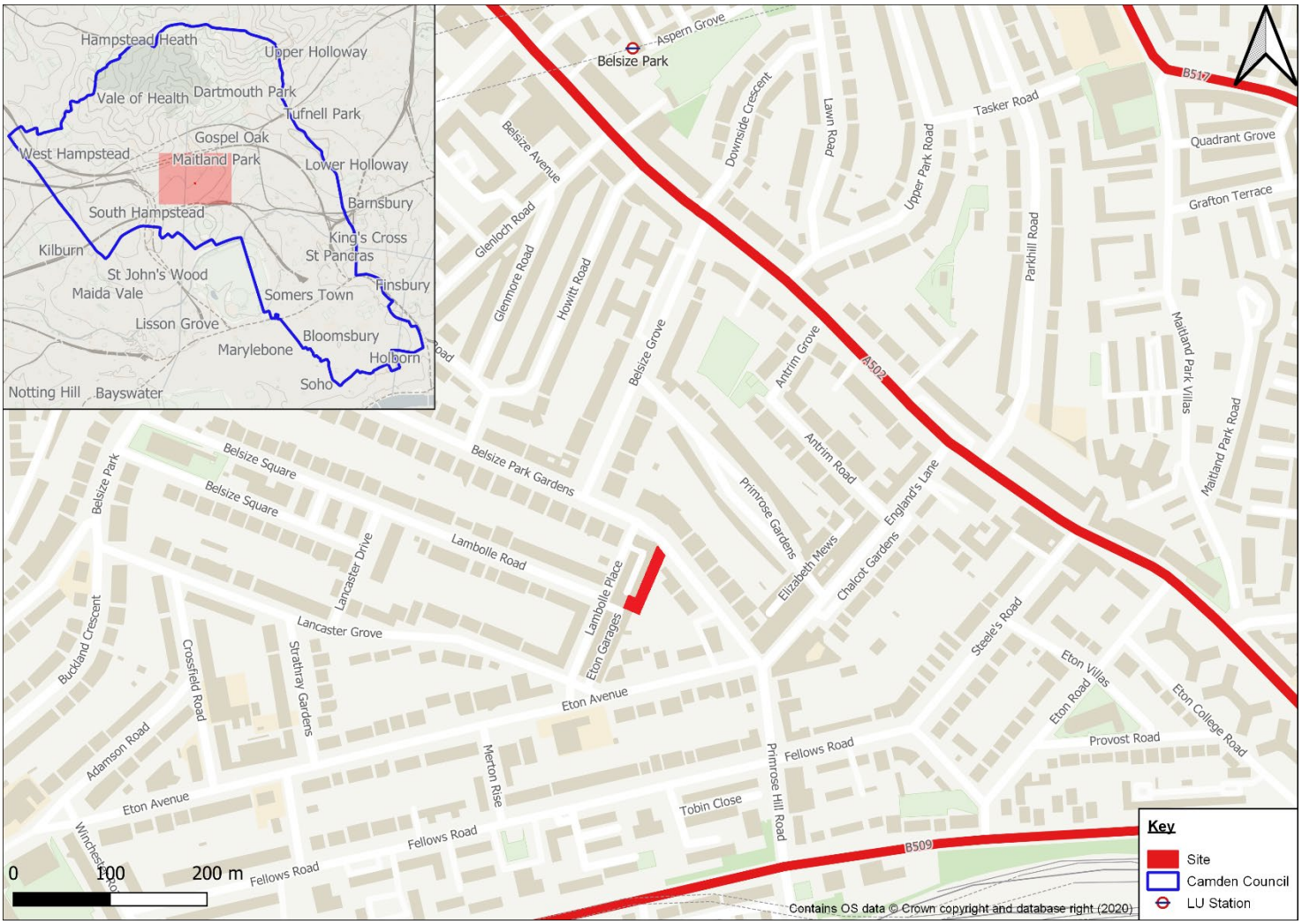
1 Introduction

YES Engineering Group Ltd was appointed by Land & Site Acquisitions Ltd to produce a Transport Statement (TS) to accompany a permitted development application (under Class MA) to change the use of the existing building from a private fitness club (Class E) to residential units (Class C3) at 81 Belsize Park Gardens, NW3 ("the Site").

As shown in **Figure 1.1** it can be seen the Site is situated to the south of Belsize Park Gardens within the administrative area of the London Borough of Camden (LBC) and the Greater London Authority (GLA).

Figure 1.1 - Site Location



1.1 Development Proposals

The development proposals are for a permitted development application (under Class MA) to change the use of the building from a private fitness club (Class E) into three residential units (Class C3) each comprising 3no. bedrooms.

Access

Pedestrian access to the Site is gained through a gated entry point to the south of Belsize Park Gardens, with a second gated pedestrian access located to the west of the site via Lancaster Stables.

Parking

The proposed scheme will be car free in accordance with guidance set out in the 2021 London Plan, the 2017 Camden Local Plan and accompanying guidance documents.

Policy T6 of the London Plan states "*Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')*".

Section 5.6 of the Camden Planning Guidance for Transport (2021) states: *The Council will expect all new residential development to be car-free, including redevelopments (and changes of use) with new occupiers. The car-free policy applies across the whole borough, regardless of public transport accessibility level (PTAL) ratings.*

Section 5.20 of the Camden Planning Guidance for Transport (2021) states: *For all minor developments, the Council will aim to accommodate disabled parking provision on-street. As Blue Badge / Green Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit, providing disabled parking provision on-street may be considered acceptable if the on-street provision is adequate.*

Cycle parking is to be provided in accordance with London Plan 2021 and 2017 LCB Local Plan standards to encourage sustainable travel.

Servicing

It is proposed that servicing and deliveries (Royal Mail, Hermes, Amazon, supermarket deliveries, etc) for the new development will take place on-street along Belsize Park Gardens as per existing arrangements for the surrounding residential properties. Pay by phone parking is available on Belsize Park Gardens adjacent to the site frontage.

Refuse storage for the 3no. new residential units will be provided outside the site entrance along Belsize Park Gardens as shown on the architect's plans attached at **Appendix A.** The site benefits from a dropped kerb adjacent to the bin store. Collection will be undertaken using LBC refuse collection services from the carriageway of Belsize Park Gardens in accordance with the neighbouring properties at the site.

The proposed ground floor layout including the bin storage area is shown on the architects' plan attached at **Appendix A**.

1.2 Policy

NATIONAL POLICY

National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Section 9 – Promoting Sustainable Transport is relevant and is reproduced below.

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area,and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such

development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time–taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

107. If setting local parking standards for residential and non-residential development,policies should take into account:

a) the accessibility of the development;

b) the type,mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

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

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

112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality

public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Changes to Land Use Classes (September 2020)

From 1st September 2020, for purposes of Use Class, A1/2/3 & B1 to be treated as Class E. Use Class D1 is now split out and replaced by the new Classes E (e-f) and F1. Use Class D2 is now split out and replaced by the new classes E (d) and F2 (c-d) as well as several newly defined 'Sui Generis' uses.

For any planning applications submitted before 1st September 2020, the Use Classes in effect when the application was submitted will be used to determine the application.

For any reference to Permitted Development rights, and for restrictions to them or applications for Prior Approval, the Use Classes in effect prior to 1 September 2020 will be the ones used until the end of July 2021 (this is defined as the 'material period' in legislation so may be referred to as such).

However, it is advised that you confirm the specifics of any such situation with the relevant Local Planning Authority.

REGIONAL POLICY

London Plan – March 2021

The latest version of the London Plan was adopted in March 2021 and Chapter 10 deals with transport. The relevant policies relating to transport are set out below.

Policy T1 - Strategic approach to transport

A. Development Plans should support, and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T2 - Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T3 - Transport capacity, connectivity and safeguarding

A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)

2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing

3) safeguarding London's walking and cycling networks

C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or

prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.

E Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

Policy T4 - Assessing and mitigating transport impacts

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance,179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.180

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger.

Policy T5 - Cycling

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

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

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

10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Policy T5 sets out the minimum cycle parking standards for C3 Residential Land Use which are as follows:

Land Use	Long-Stay	Short-Stay
C3 Dwellings	▪ 1 space per studio or 1 person 1 bedroom dwelling ▪ 1.5 spaces per 2 person 1 bedroom dwelling ▪ 2 spaces per all other dwellings	▪ 5 to 40 dwellings: 2 spaces ▪ Thereafter: 1 space per 40 dwellings

Policy T6 - Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

Policy T6.1 - Residential parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must:

1) be for residents' use only (whether M4(2) or M4(3) dwellings)

2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling

3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)

4) count towards the maximum parking provision for the development

5) be designed in accordance with the design guidance in BS8300vol.1

6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Table 10.3 - Maximum residential parking standards

Location	Number of Beds	2021 London Plan
Central Activity Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	N/A	Car-free~
Inner London PTAL 3	N/A	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	N/A	Up to 0.5 spaces per dwelling
Inner London PTAL 0-1	N/A	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5-0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5-0.75 spaces per dwelling+
Outer London PTAL 2-3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2-3	3+	Up to 1 space per dwelling
Outer London PTAL 0-1	1-2	Up to 1.5 spaces per dwelling
Outer London PTAL 0-1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed:

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

Policy T7 - Deliveries, servicing and construction

A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:

1) reduce freight trips to, from and within these areas

2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level

3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application

C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:

- planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply
- location, proximity to the strategic road network and existing/potential markets
- the existing and potential contribution the railhead can make towards catering for freight movements by non-road modes
- the location and availability of capacity at alternative railheads, in light of current and projected capacity and market demands.

E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

1) reduce road danger, noise and emissions from freight trips

2) enable sustainable last-mile movements, including by cycle and electric vehicle

3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

LOCAL POLICY

Camden Local Plan - 2017

The Camden Local Plan is the over-arching strategic framework document for the proper planning and sustainable development, in economic, social and environmental terms of the entire functional area of London Borough of Camden (LBC). The plan sets out the borough's policies and proposals to guide the future development of the local authority area over the plan period 2016 to 2031. The population within the borough is increasing and the makeup is changing. The plan replaces the Core Strategy and Development Policies planning documents adopted in 2010. LBC's policies in relation to transportation are in line with national and regional policy with an overarching goal to integrate land use with a safe, accessible and sustainable strategic and local transport system.

The plan has 13 strategic objectives. Objective 8 (transport) states one of the aims: *to promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links*

Chapter 10 sets out LBC's objectives for new developments in relation to transport. The plan advocates that new developments should be accessible by walking and cycling and provide safe and direct access to services and local public transport nodes. The plan supports sustainable travel and travel behaviour change towards non-car modes, thereby enhancing health and wellbeing of the population, improving air quality and promoting sustainable communities.

Relevant policies include:

Policy T1 Prioritising walking, cycling and public transport

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

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 Camden Local Plan | Transport 301 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.

Policy T2 Parking and car-free development

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.

Camden Planning Guidance: Transport – January 2021

Camden Planning Guidance: Transport is one of 12 Planning Guidance documents on LBC's planning policies for specific topics. LBC's Planning Guidance on transport supports the policies of the Camden Local Plan and provides the Council's development standards. It also sets the thresholds and requirements for Transport Strategy reports, including Transport Assessments, Travel Plans, Delivery and Servicing Management Plans to Assessment to be undertaken for all schemes which will generate a significant travel demand.

New developments should contribute to the creation of attractive, clean and well-maintained public places.

Extracts considered relevant to this proposal are outlined below:

5.6 The Council will expect all new residential development to be car-free, including redevelopments (and changes of use) with new occupiers. The car-free policy applies across the whole borough, regardless of public transport accessibility level (PTAL) ratings. Where dwellings are created as part of an amalgamation, sub-division or an extension of an existing development these will be expected to be car free.

5.20 For all minor developments, the Council will aim to accommodate disabled parking provision on-street. As Blue Badge / Green Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit, providing disabled parking provision on-street may be considered acceptable if the on-street provision is adequate.

Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy - 2019-2041 – adopted in April 2019

Camden's Draft Transport Strategy sets out the council's vision for improving the way people move around Camden in the decades to come. The objectives to support the vision are:

Objective 1: To transform our streets and places to enable an increase in walking and cycling.

Objective 2: To reduce car ownership and use, and motor traffic levels in Camden.

Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all.

Objective 4: To substantially reduce all road traffic casualties in Camden and progress towards zero killed and seriously injured casualties.

Objective 5: To reduce and mitigate the impact of transport-based emissions and noise in Camden.

Objective 6: To deliver am efficient, well maintained highways network and kerbside spaces that prioritises the sustainable movement of goods and people.

Objective 7: To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.

Policy 1a of the transport strategy sets out the council's road hierarchy that will be used by the council to inform all relevant decisions, with walking, cycling and public transport prioritised above private vehicles, as follows:

• pedestrians

• cyclists

• public transport / vehicles for people with a disability

• freight (including loading and unloading)

• taxis • powered two-wheelers (motorcycles) and private cars.

1.3 Scope of the Transport Statement

Following this introduction, the report is structured as follows:

Section 2.0, Baseline Conditions: Describes the existing land use, local area, existing road network, public transport, walking and cycling infrastructure, and other features pertinent to the development.

Section 3.0, Trip Generation: Considers the level of traffic to be attracted by the proposed development once occupied on the local highway network. This section will also set out estimated trips for all modes.

Section 4.0, Construction: Considers the construction trips generated, construction routes, and impacts on pedestrian routes/footways.

Section 5.0, Impacts: Considers the level of traffic and movements associated with all modes to be generated and attracted by the proposed development once occupied on the local highway network.

Section 6.0, Mitigations: Draws together the impacts and presents mitigation measures to ensure there is a nil detriment as a consequence of development.

Section 7.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 Baseline Conditions

2.1 Existing Land Use

The Site currently comprises a private fitness club (Class E land use) which is to be redeveloped into residential land use (Class C3) containing 3no. units.

2.2 Local Highway Network

LBC implemented a borough wide 20mph speed limit in 2014. Therefore, all roads within the vicinity of the Site are subject to 20mph speed restrictions.

Belsize Park Gardens is a residential road of around 8.5m in width with footways on both sides. Traffic calming measures in the form of speed humps at regular intervals are present along its length. The carriageway lies within a CPZ which restricts parking to permit holder only between the hours of 9am to 6.30pm Monday to Friday and 9.30am to 1.30pm on Saturdays. Pay by phone parking is available on the southern side of Belsize Park Gardens adjacent to the site frontage which is restricted to a maximum of a 4 hour stay between the hours of 9am to 6.30pm Monday to Friday and 9.30am to 1.30pm on Saturdays. A Car Club parking space is present on the northern side of the carriageway approximately 80m west of the Site. A disabled parking bay is located directly opposite the Site frontage on the northern side of the carriageway with a further bay provided 30m to the east. A pedestrian crossing is present at the south-eastern end of the road at the junction with the surrounding streets of Eaton Avenue, England's Lane, and Primrose Hill Road providing safe access to the local high street and other amenities.

Lambolle Place is a residential road running in a broadly north to south direction linking Belsize Park Gardens to the north and Lancaster Grove to the south. The carriageway is approximately 7m in width with footways present on either side. The road lies within a CPZ and parking is restricted to permit holder only on both sides of the carriageway between the hours of 9am to 6.30pm Monday to Friday and 9.30am to 1.30pm on Saturdays. A designated electric charging bay and disabled bay are located in the vicinity of the junction with Lambolle Road.

2.3 Existing Parking and Servicing Provision

No parking is provided on site in its current land use as a fitness club. The Site lies within a CPZ which restricts parking on the northern side of Belsize Park Gardens to permit holder only between the hours of 9am to 6.30pm Monday to Friday and 9.30am to 1.30pm on Saturdays. Pay by phone parking is available on the southern side of Belsize Park Gardens adjacent to the site frontage which is restricted to a maximum of a 4 hour stay between the hours of 9am to 6.30pm Monday to Friday and 9.30am to 1.30pm on Saturdays.

Deliveries occur on-street on Belsize Park Gardens for surrounding development.

The existing adjacent residential land uses are serviced by LBC refuse kerbside collection services. It is proposed that this service will be used for the proposed development.

2.4 Rail

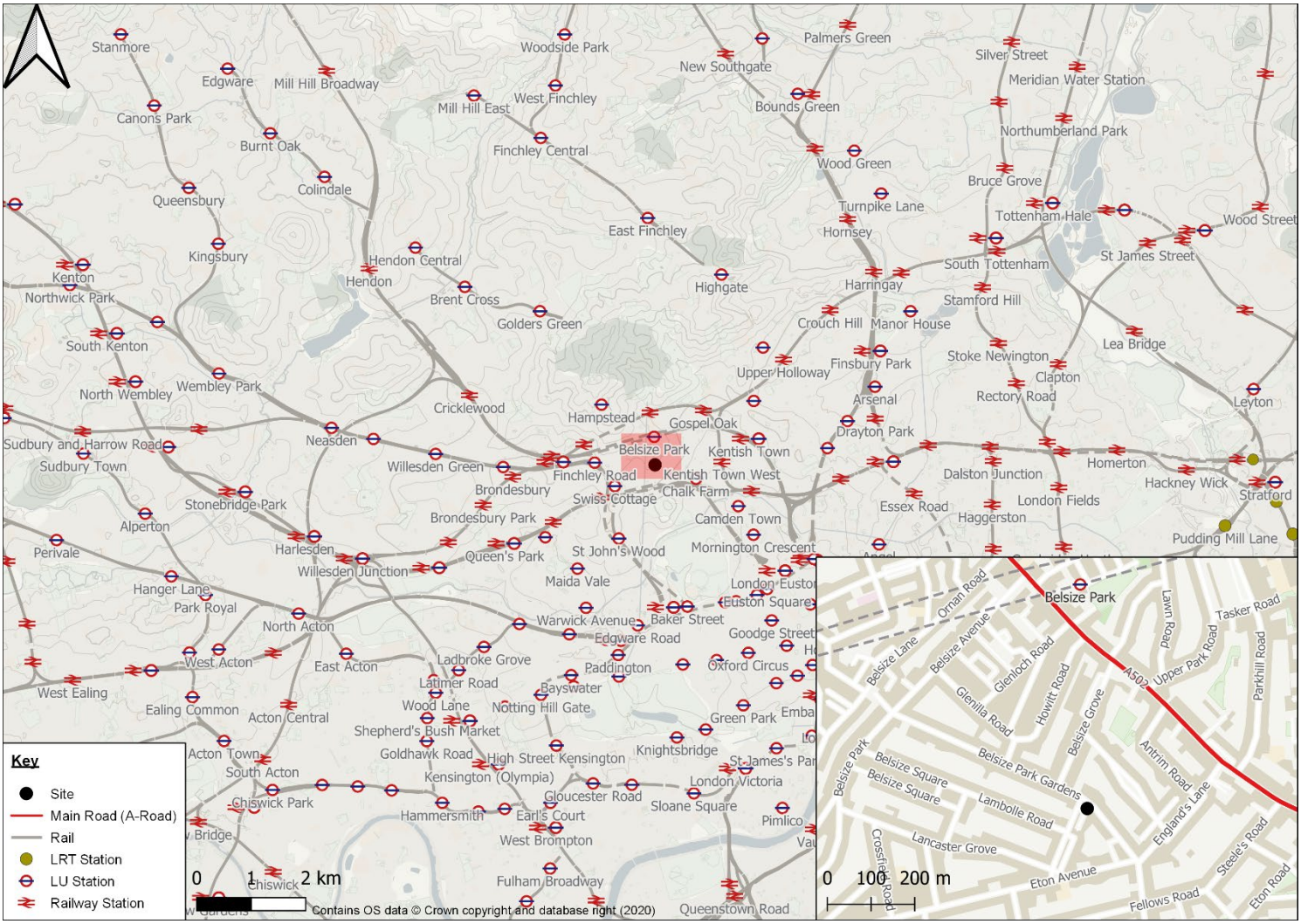
Belsize Park is the closest station to the Site providing London Underground (LU) services on the Northern Line between Edgware and Morden every 2 – 5 minutes. The station is within an easy 6-minute walk, or 2-minute cycle ride located 500m north of the Site.

Swiss Cottage London Underground (LU) station is located 1.1km southwest of the Site and can be accessed via a 14-minute walk or 6-minute cycle. The station provides frequent Jubilee Line services between Stanmore and Stratford and provides a direct link to wider rail services running from London Waterloo Station.

Hampstead Heath Station is located 1.2km northwest and is accessible via a 16-minute walk or 6-minute cycle ride. London Overground operates services from this station which run to Richmond, Clapham Junction and Stratford.

Figure 2.1 is a map of the rail network, which shows there are excellent rail connections for future residents.

Figure 2.1 - Rail connections Map

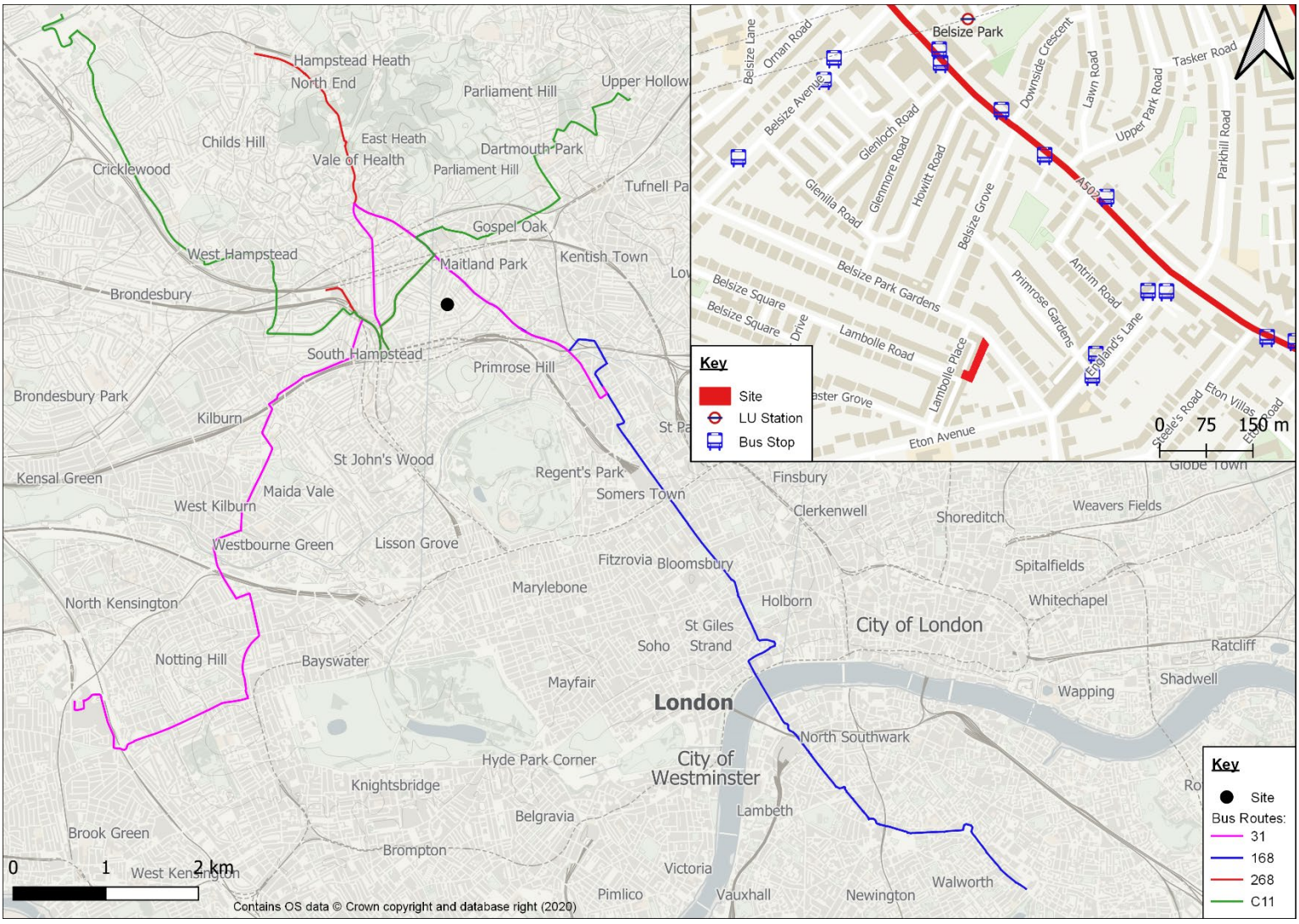


2.5 Buses

There are 4 bus services available within the maximum accessibility distance of 640m set out in the PTAL methodology. The nearest bus stops to the Site are at Haverstock Hill located on England's Lane, 320m east of the site (less than 5-minute walk) away.

A map is provided in **Figure 2.2** which shows all of the services which are highly accessible within this area.

Figure 2.2 - Bus Services near the Site



Details of the bus services with regards to the route and the general frequency of the service provision is outlined in **Table 2.1** below.

Table 2.1 – General Daytime Frequency of Bus Services (frequency per hour)

Number	Route	Frequency (Vph)	Distance (m)
268	Golder Green Station – O2 Centre	5	536
31	Bayham Street – White City Bus Station	10	532
C11	Archway Station – Brent Cross Shopping Centre	7.5	325
168	Royal Free Hospital to Dunton Road	9	325

2.6 PTAL

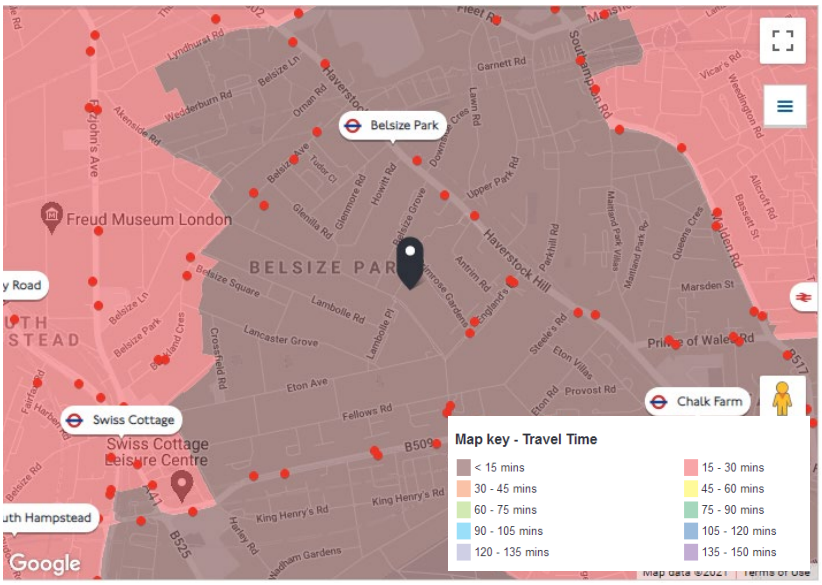
For sites in London PTALs (Public Transport Accessibility Levels) are the most widely recognised form of measuring accessibility to the public transport network. The assessment combines data regarding the frequency of public transport services and walking distance between the site and the service to establish a measure of the relative density of the public transport network. PTALs range from 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further subdivided into two sub-levels to provide greater clarity.

The address of the Site was input into TfL's Planning Information Database in order to establish the PTAL. An accessibility index of 12.04 is calculated giving a corresponding PTAL of 3 representing an average level of public transport accessibility. The summary report obtained from this website is attached at Appendix B. This level of accessibility provides the future residents with an extensive range of public transport alternatives to the private car.

2.7 Time Mapping (TIM)

TfL's Time Mapping analysis (TIM) assesses connectivity through the transport network or, in other words, how far a traveller can go within a given time from a specific destination. As shown in Figure 2.3 below shows from the Site, a large area is accessible within 15 minutes, allowing convenient access to numerous, retail, leisure, employment and commercial land uses.

Figure 2.3 – TfL TIM Output



2.8 Walking & Cycling

The residential roads in the vicinity of the Site benefit from an established pedestrian network with good pedestrian connectivity. As mentioned in Section 2.2 above, there is a zebra crossing on Belsize Park Gardens and a further crossing on England's Lane. All local roads within the vicinity of the Site are subject to a 20mph speed limit and Belsize Park Gardens is traffic calmed in the form of speed humps.

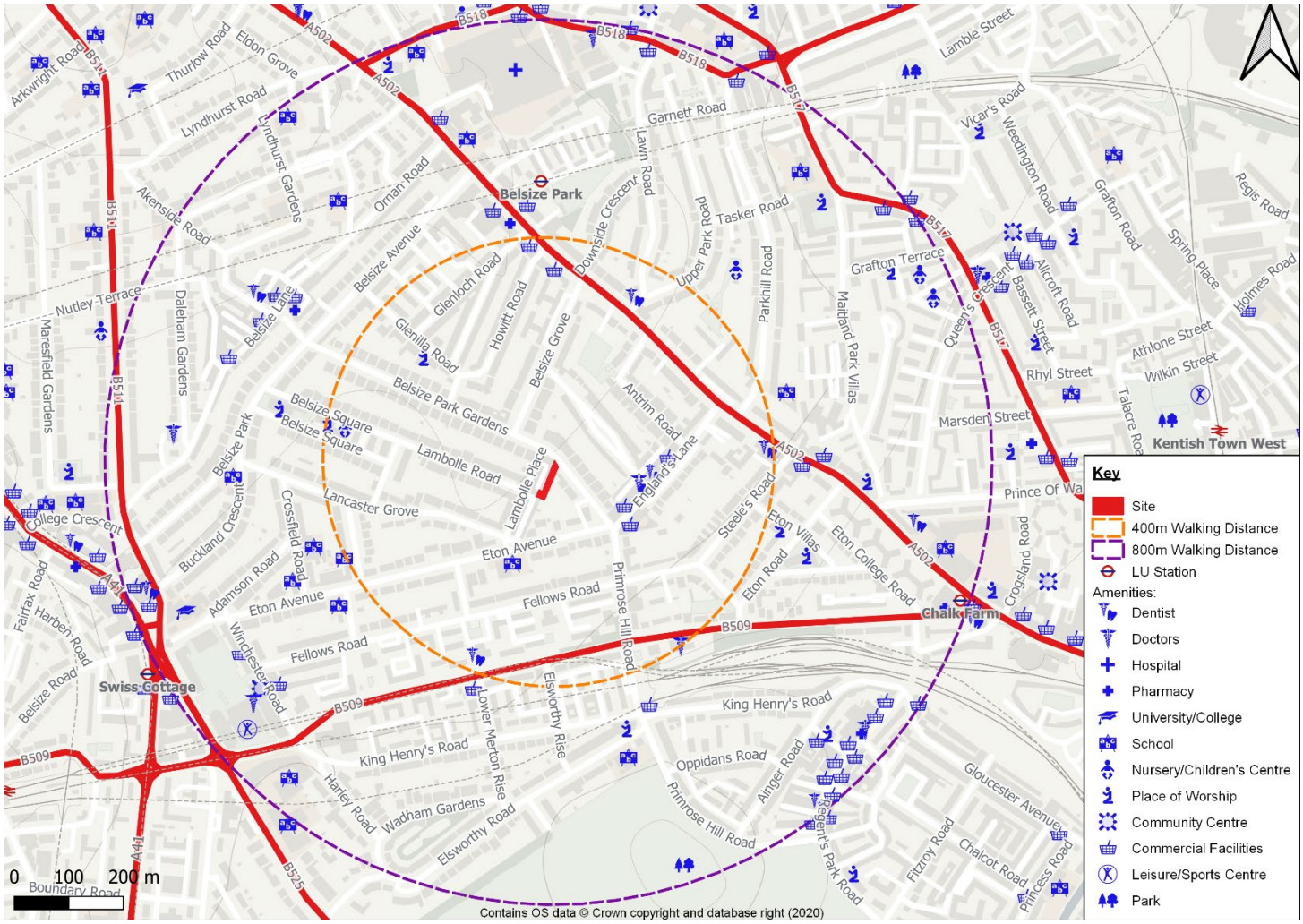
Typical pedestrian facilities such as sufficient footways are in place on both sides of all adjacent roads with facilities including dropped kerbs and tactile paving. Street lighting is in place on all adjacent roads.

The Site is located close to the local High Street of England's Lane located just 200m (2-minute walk) southeast of the Site. England's Lane hosts a variety of shops, cafés, restaurants, and other amenities including a doctors' surgery. Primrose Hill and Camden Lock are both within walking distance from the Site (900m,10-minute walk and 1.3km, 15-minute walk respectively). Both areas provide a large variety of shops and associated facilities, including a range of employment, education, healthcare, leisure, and entertainment opportunities.

High quality open space is located within a 7-minute walk to the south of the site at Primrose Hill.

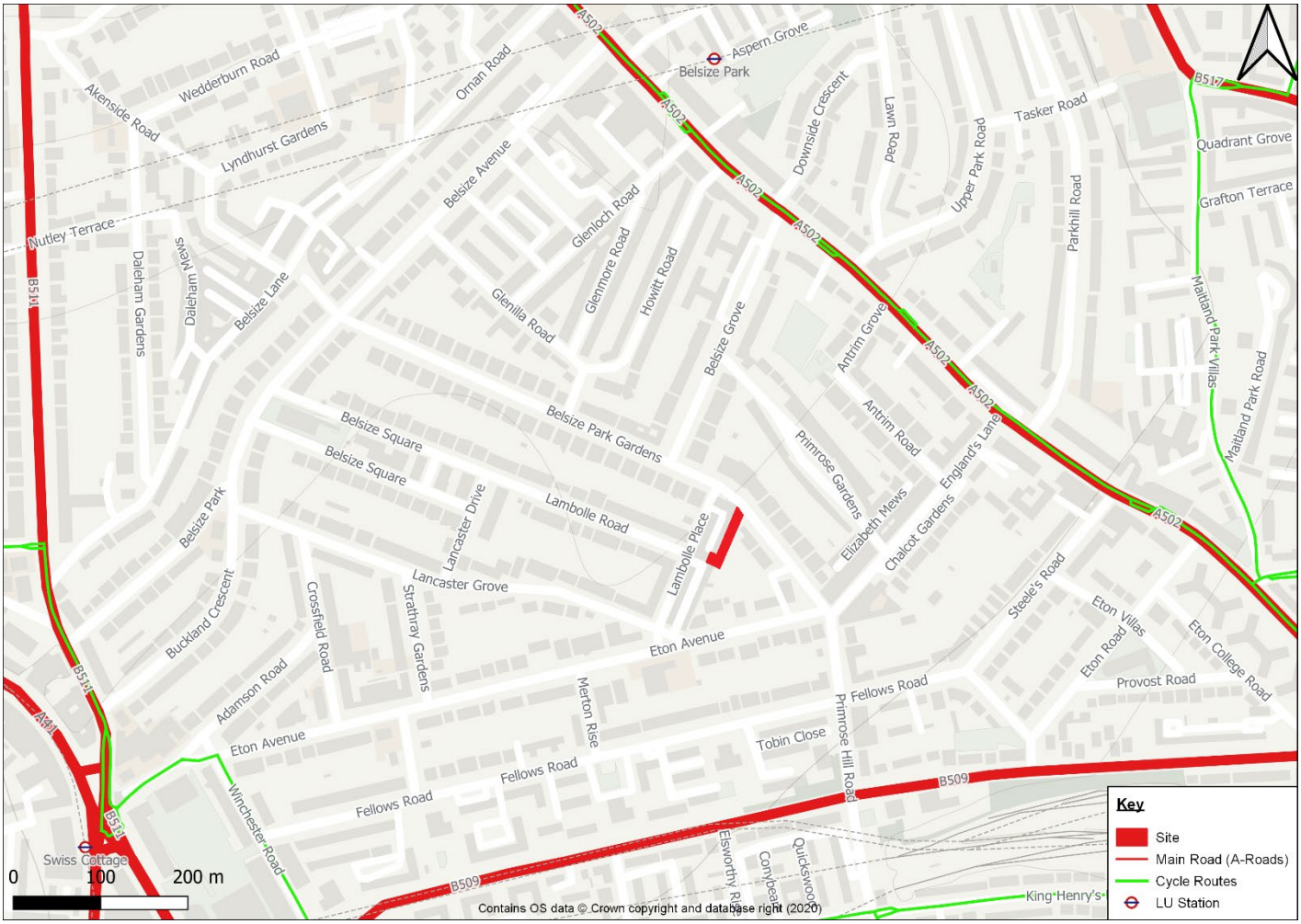
Figure 2.4 shows the amenities near the site.

Figure 2.4 - Amenities near the Site



As shown on **Figure 2.5**, the Site has access to many cycle routes in the area with the closest cycle route located along the A502 Haverstock Hill situated just 400m north of the site via a 1-minute cycle. The surrounding roads are subject to a 20mph speed limits, which is conducive to cycling.

Figure 2.5 - Local Cycle Routes



2.9 Census Data

The 2011 Census Data for car availability per household has been obtained for the E05000128 : Belsize Ward (where the Site is situated) and is shown in **Table 2.2.** A copy of this information is attached at **Appendix C**.

The number of cars available to the 6,131 households in the E05000128 : Belsize Ward is 3,375, which gives an average of 0.55 cars per household, which reflects the accessible nature of the Site.

The E05000128 : Belsize Ward data was also examined to establish the profile of residents' method of travel to work are contained in **Appendix C** and is set out in **Table 2.2** below.

Table 2.2 – Method of Travel to Work (Belsize Ward)

Main Mode	Number of People	Percentage
Work mainly at or from home	740	8%
Underground, metro, light rail, tram	3,353	34%
Train	265	3%
Bus, minibus or coach	605	6%
Taxi	64	1%
Motorcycle, scooter or moped	97	1%
Driving a car or van	719	7%
Passenger in a car or van	53	1%
Bicycle	341	3%
On foot	689	7%
Other method of travel to work	52	1%
Not in employment	2,815	29%
Total	**9,793**	**100%**

It can be seen that only 7% of residents use a car as a method of travel to work, 10% walk or cycle, and some 43% residents use public transport to travel to work.

3 Trip Generation

To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the level of trip generation expected during weekday morning (from 08:00 to 09:00) and evening (from 17:00 to 18:00) peak periods, and on a daily basis.

3.1 Existing Site Use (Class E) – Vehicle Trips

Peak hour trip rates have been determined from the selection of sites designated as private fitness clubs with a PTAL of between 2 and 5 within the TRICS database (**Appendix D**). The peak hour vehicle trip rates per 100sqm are set out in **Table 3.1** and the resultant number of vehicle trips generated is presented in **Table 3.2**.

Table 3.1 – Predicted Peak Hour and Daily Trip Rates (per 100 sqm)

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Total Vehicles	0.45	0.50	0.82	0.29	19.95
Public Transport	0.68	0.61	2.36	1.13	38.87
Total People	2.49	3.04	7.20	3.26	133.00
Cars	0.41	0.45	0.66	0.27	17.99
LGV / OGV	0	0.023	0	0	0.501
Bus/tram	0.544	0.317	1.359	0.702	24.758
Rail	0.136	0.294	0.997	0.43	14.112
Pedestrians	1.133	1.631	3.737	1.721	66.432

Table 3.2 – Predicted Peak Hour and Daily Trips (400 sqm area)

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Total Vehicles	2	2	3	1	80
Public Transport	3	2	9	5	155
Total People	10	12	29	13	532
Cars	2	2	3	1	72
LGV / OGV	0	0	0	0	2
Bus/tram	2	1	5	3	99
Rail	1	1	4	2	56
Pedestrians	5	7	15	7	266

As shown in **Table 3.2** above, the existing land use at the site currently generates 4 total vehicle movements in the morning peak hour and 4 total vehicle movements in the evening peak hour, with a larger number of trips generated by pedestrians or public transport.

3.2 Proposed Residential Use - Multi-Modal Trips

Following a review of the TRICS database, appropriate comparable sites situated within a CPZ with no parking could not be located within the Greater London area. Therefore, Census data has been used to assess the potential number of trips associated with the proposed new 3no. residential units.

Using the 2011 Census Data for the Belsize Ward (**Section 2.9** above), it is established there are 9,793 people of working age living in 6,131 households giving on average 1.6 people of working age living in each household. When this multiplier is applied to the 3no. units

proposed, it can be seen that there would be around 5 people of working age living in the development.

Based on the above, the proposed scheme would result in a significant reduction in people visiting the site and a significantly reduced number of trips.

The number anticipated to travel by each mode from the proposed residential use is set out in **Table 3.3** below.

Table 3.3 – Method of Travel to Work (3 Flats)

Main Mode	Percentage	Number of People
Work mainly at or from home	8%	0
Underground, metro, light rail, tram	34%	2
Train	3%	0
Bus, minibus or coach	6%	0
Taxi	1%	0
Motorcycle, scooter or moped	1%	0
Driving a car or van	7%	0
Passenger in a car or van	1%	0
Bicycle	3%	0
On foot	7%	0
Other method of travel to work	1%	0
Not in employment	29%	1
Total	**100%**	**5**

Note: May not sum due to rounding up or down

It can be seen from **Table 3.3** that the residential development is not anticipated to generate any car trips associated with people travelling to work, and results in just 2 people using public transport. This would cause a reduction of vehicle movements on the local highway network and users on public transport.

4 Construction

The proposed scheme comprises converting the existing land use (class E) into residential use. It is expected that scaffolding and hoarding will be erected along the Site boundary to protect pedestrians.

4.1 Construction Routes

The construction routes will be established once it is known where the materials are going to be sourced. However, it is anticipated that the routing of construction vehicles will be via the higher distributive road network to avoid impact on local residents as much as possible. Construction vehicles will load/unload within the Site where possible to avoid unnecessary disruption to local residents on Belsize Park Gardens.

4.2 Hours of Construction

Working hours will be agreed with the LBC but are expected to be in accordance with the Control of Pollution and Noise from Demolition & Construction Sites (May 2008) Code of practice development used by London Boroughs.

- Monday – Friday 08:00 – 18:00
- Saturday 08:00 – 13:00
- Sundays and Bank Holidays the Site would be closed

Vehicles would only travel to and from Site between the hours set out above in order to avoid noise being generated by heavy goods vehicles close to residential properties around the Site.

Notwithstanding this there may be certain occasions when work outside these hours may be necessary. In the event of this, work would only be carried out following consultation and agreement with the LBC.

The site will be manned during the working hours set out above.

4.3 Deliveries

This Site will operate a material delivery scheduling and booking system to ensure that congestion is avoided on the surrounding highway. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes.

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored, and they will be required to book a delivery slot with the Traffic Controller.

"Just in Time" scheduling of deliveries will be used where possible will minimise any storage capacity required. Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones.

Although abnormal loads are not anticipated, should it be necessary to deliver using abnormal loads the Local Authorities/Police will be notified in advance. All deliveries to site will be scheduled by the site manager.

4.4 Environmental Considerations

The Site is located within an area that contains residential and commercial properties and it is the developer's intention to minimise the impact that the construction process could cause to the Local Environment and the neighbouring community. All care will be taken not to cause the primary environmental nuisances, noise and dust pollution. Below are some actions that will be carried out to abate these problems.

Reduction in Construction Noise:

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers)
- Utilising construction techniques that minimise the production of noise
- Using Acoustic hoarding where necessary

Reduction in Dust Pollution and other Airborne Debris:

- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted
- During dry periods the works are to be damped down to control the generation of dust
- Ensuring materials have a minimum of packaging
- Ensuring all polystyrene and similar lightweight materials are weighted down
- Making sure all dust generating materials are adequately packaged
- Ensuring loads are covered where spoil or demolition material is being removed
- Provide regular road cleaning using road sweepers or brushes to control dust and mud
- Keeping the loading drop heights of spoil into lorries as low as possible

Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

4.5 Impacts on Pedestrians/Footways

Pedestrian routes around the Site will be maintained during construction.

5 Impacts

5.1 Road Network and Servicing

The trip generation assessment and review of census data has determined that the proposed development of just 3no. units is not anticipated to generate any vehicle movements. Compared to the existing land use, this would result in a significant reduction of total daily vehicle movements and thus a positive impact on the road network.

Due to the small scale of the development, it is expected that the Site will generate very few delivery and servicing trips and therefore there is not expected to be a noticeable impact on the local road network.

5.2 Parking Standards

The LBC Local Plan dated 2017 builds upon guidance set up within the London Plan for parking provision. The 2021 London Plan sets out maximum car parking and minimum cycle parking standards, which are set out in **Table 5.1** below together with Standards outlined within the LBC 2017 Local Plan.

Table 5.1 - Maximum Parking Standards (C3 Use)

2021 London Plan Car Parking Standards
Inner London PTAL 4 to 6 Car Free
LBC Local Plan 2017 Car Parking Standards
All new development: Car Free
2021 London Plan Cycle Parking Standards
Long Stay: 1 space per studio, 1-bedroom, one-person unit 1.5 spaces per 1 bed unit, two-person unit 2 spaces per all other dwellings. Short Stay: 5 to 40 dwellings: 2 spaces. Thereafter: 1 space per 40 dwellings
LBC Local Plan 2017 Cycle Parking Standards
Secure cycle parking facilities exceeding minimum standards outlined within the London Plan

Notes:
All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit. Adequate parking spaces for disabled people must be provided preferably on-site, 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

5.3 Car Parking

The proposed scheme will be car free in accordance with guidance set out in **Table 5.1** above. The Site is located in a CPZ and in an accessible area to public transport and amenities all within walking and cycling distance. In addition, a Car Club parking space is present on the northern side of the carriageway of Belsize Park Gardens approximately 80m west of the site which gives future residents the option through membership to have access to a private vehicle without having to own one.

Policy T6 of the London Plan states "*Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')*".

Section 5.6 of the Camden Planning Guidance for Transport (2021) states: *The Council will expect all new residential development to be car-free, including redevelopments (and changes of use) with new occupiers. The car-free policy applies across the whole borough, regardless of public transport accessibility level (PTAL) ratings.*

A car free development is therefore considered appropriate for this scheme.

Blue badge parking bays are available on-street along Belsize Park Gardens. Section 5.20 of the Camden Planning Guidance for Transport (2021) states: *For all minor developments, the Council will aim to accommodate disabled parking provision on-street. As Blue Badge / Green Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit, providing disabled parking provision on-street may be considered acceptable if the on-street provision is adequate.*

A disabled parking bay is located directly opposite the Site frontage on the northern side of the Belsize Park Gardens carriageway with a further bay provided 30m to the east.

5.4 Cycle Parking

Cycle parking is to be provided in accordance with London Plan 2021 and 2017 LCB Local Plan standards set out in **Table 5.1** above to encourage sustainable travel.

5.5 Public Transport

It is predicted that the number of additional trips on the public transport network from the 3no. residential units be minimal and therefore no further assessment is required.

5.6 Walking and Cycling

Figure 2.5 and **Figure 2.6** shows the site is within a short walk or cycle from many local amenities and many cycle routes. There is an established pedestrian network with good pedestrian connectivity in the area which will be suitable for the new residents to be located at the Site.

Given the sustainable nature of the Site there will be a negligible impact on the local highway network.

5.7 Cumulative Impacts

There are no cumulative impacts which need to be considered in the vicinity of the site.

6 Mitigation

6.1 Travel Plan

A Travel Plan (TP) has not been drafted in support of the planning application. Given the scale of the proposed residential development and based on current guidance, it is considered that a TP is not required.

6.2 Delivery and Servicing Plan

Due to the scale of development and limited number of service vehicle movements predicted for the 3 residential units, a Delivery and Servicing Plan has not been included as part of the planning application.

6.3 Construction Logistics Plan

LBC have not requested that an Outline Construction Logistics Plan is included as part of the planning application. However, if required an Outline Construction Logistics Plan will be provided.

6.4 Planning Obligations/S278 Discussions

It has been established in this Transport Statement that no adverse impacts are expected as a consequence of development. It is therefore unnecessary to consider mitigation measures relating to vehicular traffic.

7 Summary and Conclusions

a. YES Engineering Group Ltd was appointed by Land & Site Acquisitions Ltd to produce a Transport Statement (TS) to accompany a permitted development application (under Class MA) to change the use of the building from a private fitness club (Class E) into three residential units (Class C3) at 81 Belsize Park Gardens, NW3 (“the Site”).

b. The new scheme is proposed to be car free in line with guidance set out in the 2021 London Plan and LBC 2017 Local Plan. Disabled parking will be provided on-street if required. Secure and covered cycle parking is to be provided in accordance with London Plan 2021 and 2017 LCB Local Plan standards to encourage sustainable travel.

c. Servicing and deliveries for the new development will take place on-street along Belsize Park Gardens as per existing arrangements for the surrounding residential properties

d. Refuse storage for the 3no. new residential units will be provided outside the site entrance along Belsize Park Gardens as shown on the architect's plans attached at **Appendix A**. Collection will be undertaken using LBC refuse collection services from the carriageway of Belsize Park Gardens in accordance with the neighbouring properties at the site.

e. The application Site lies within a CPZ and is in an area of average accessibility (PTAL 3) by modes of transport other than the private car. There are many local facilities all within walking and cycling distance. 4 bus services and Belsize Park Station are accessible within the walking distance thresholds of the Site, providing frequent and reliable services to the surrounding area. The secure cycle parking within the Site and accessibility of the Site will support the car free development.

f. A trip generation assessment has been undertaken using analogous sites from the TRICS database and census data. The small residential development is not anticipated to generate any car trips and results in just 2 people using public transport. This would cause a reduction of vehicle movements on the local highway network and users on public transport.

g. NPPF paragraph 109 states that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’ As set out above it has been demonstrated that the impacts will be minimal.

h. Overall, it is concluded that there is no highway or transportation reasons to object to the proposed development.

Appendices

Appendix A – Proposed Site Layout Plan

LANCASTER STABLES

NO.12

NO.4

NO.83

SECONDARY ENTRANCE

COURTYARD

ENTRANCE LOBBY

EXISTING STAIR CORE

STUDIO/GYM

TV/CINEMA

DUPLEX 03
355 SQM / 3821 SQFT

WINE

SH

ST

DUPLEX 02
299 SQM / 3218 SQFT

BATH

MASTER SH

MASTER BED

BED

DUPLEX 01
316 SQM / 3401 SQFT

BED

STUDY

BINS/CYCLES

MAIN ENTRANCE

ENTRANCE LOBBY

NO. 83 RIGHT OF WAY

BOUNDARY TO PRIVATE GARDEN

PRIVATE GARDEN

COMMUNAL GARDENS

BELSIZE PARK GARDENS

E

C

B

A

G

GROUND FLOOR

OPTION F: PD SCHEME

0 1 2 3 4 5 10m

N

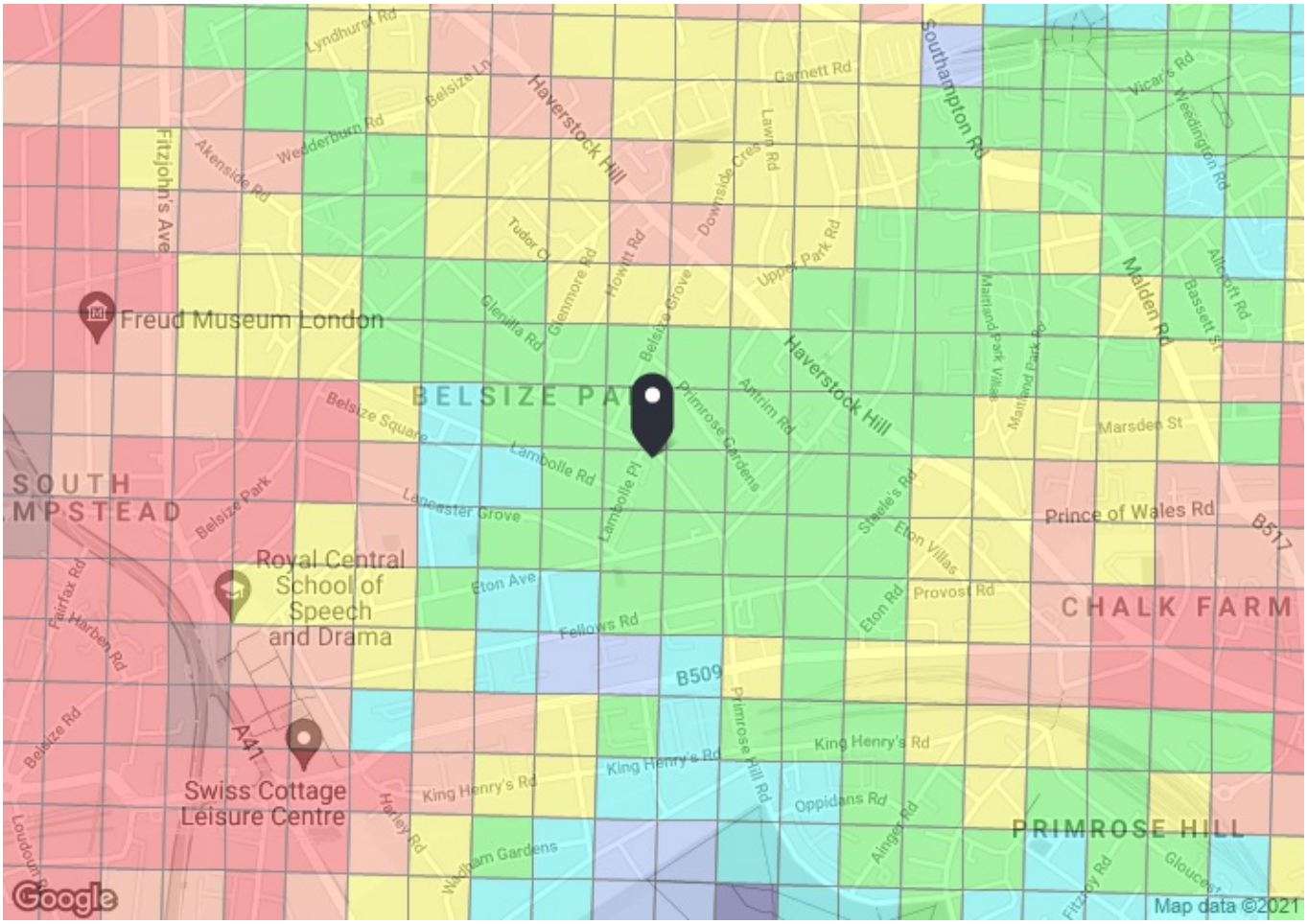
tasou associates
architects + structural engineers

4 Amwell Street, London. EC1R 1UQ T:020 7713 7070 F:020 7713 7071 E:tasou@tasou.co.uk

project	81 BELSIZE PARK GARDENS
drwg title	OPTION F GROUND FLOOR
job no.	1698
drwg no.	PA.01 F
rev.	
date	JULY 2021
scale @ A1	1:100

Appendix B - PTAL

TRANSPORT FOR LONDON



PTAL output for Base Year
3

81 Belsize Park Gardens
81 Belsize Park Gardens, Belsize Park, London NW3 4NJ, UK
Easting: 527378, Northing: 184675

Grid Cell: 101985

Report generated: 19/08/2021

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

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

Appendix C - Census Data – Belsize Ward

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

population	All households
units	Persons
date	2011
area type	2011 wards
area name	E05000128 : Belsize
no of usual residents in housel	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van avai	6,131	770	5,361
No cars or vans in household	3,254	172	3,082
1 car or van in household	2,352	373	1,979
2 or more cars or vans in hous	525	225	300

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05000128 : Belsize
rural urban	Total

Method of Travel to Work	2011
All categories: Method of tra	9,793
Work mainly at or from hom	740
Underground, metro, light r	3,353
Train	265
Bus, minibus or coach	605
Taxi	64
Motorcycle, scooter or mop	97
Driving a car or van	719
Passenger in a car or van	53
Bicycle	341
On foot	689
Other method of travel to w	52
Not in employment	2,815

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D – TRICS Data – Private Fitness Clubs

Calculation Reference: AUDIT-460201-210811-0803

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1225 to 1750 (units: sqm)
Range Selected by User: 204 to 4057 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 28/06/16

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

E(d)	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

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

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

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

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

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

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	1.087	3	1472	0.362	3	1472	1.449
07:00 - 08:00	3	1472	0.521	3	1472	0.974	3	1472	1.495
08:00 - 09:00	3	1472	0.453	3	1472	0.498	3	1472	0.951
09:00 - 10:00	3	1472	0.566	3	1472	0.385	3	1472	0.951
10:00 - 11:00	3	1472	0.362	3	1472	0.521	3	1472	0.883
11:00 - 12:00	3	1472	0.385	3	1472	0.362	3	1472	0.747
12:00 - 13:00	3	1472	0.498	3	1472	0.430	3	1472	0.928
13:00 - 14:00	3	1472	0.430	3	1472	0.498	3	1472	0.928
14:00 - 15:00	3	1472	0.566	3	1472	0.544	3	1472	1.110
15:00 - 16:00	3	1472	0.430	3	1472	0.498	3	1472	0.928
16:00 - 17:00	3	1472	0.566	3	1472	0.544	3	1472	1.110
17:00 - 18:00	3	1472	0.815	3	1472	0.294	3	1472	1.109
18:00 - 19:00	3	1472	1.155	3	1472	1.087	3	1472	2.242
19:00 - 20:00	3	1472	1.065	3	1472	1.223	3	1472	2.288
20:00 - 21:00	3	1472	0.725	3	1472	1.110	3	1472	1.835
21:00 - 22:00	3	1472	0.249	3	1472	0.747	3	1472	0.996
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.873			10.077			19.950

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

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

Parameter summary

Trip rate parameter range selected:	1225 - 1750 (units: sqm)
Survey date date range:	01/01/13 - 28/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
08:00 - 09:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
17:00 - 18:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
18:00 - 19:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
19:00 - 20:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
08:00 - 09:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
19:00 - 20:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.113	3	1472	0.045	3	1472	0.158
07:00 - 08:00	3	1472	0.272	3	1472	0.159	3	1472	0.431
08:00 - 09:00	3	1472	0.159	3	1472	0.272	3	1472	0.431
09:00 - 10:00	3	1472	0.181	3	1472	0.181	3	1472	0.362
10:00 - 11:00	3	1472	0.068	3	1472	0.068	3	1472	0.136
11:00 - 12:00	3	1472	0.113	3	1472	0.113	3	1472	0.226
12:00 - 13:00	3	1472	0.181	3	1472	0.068	3	1472	0.249
13:00 - 14:00	3	1472	0.113	3	1472	0.136	3	1472	0.249
14:00 - 15:00	3	1472	0.091	3	1472	0.023	3	1472	0.114
15:00 - 16:00	3	1472	0.068	3	1472	0.136	3	1472	0.204
16:00 - 17:00	3	1472	0.113	3	1472	0.045	3	1472	0.158
17:00 - 18:00	3	1472	0.227	3	1472	0.091	3	1472	0.318
18:00 - 19:00	3	1472	0.249	3	1472	0.249	3	1472	0.498
19:00 - 20:00	3	1472	0.159	3	1472	0.227	3	1472	0.386
20:00 - 21:00	3	1472	0.136	3	1472	0.340	3	1472	0.476
21:00 - 22:00	3	1472	0.136	3	1472	0.227	3	1472	0.363
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.379			2.380			4.759

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	1.178	3	1472	0.294	3	1472	1.472
07:00 - 08:00	3	1472	0.612	3	1472	0.951	3	1472	1.563
08:00 - 09:00	3	1472	0.521	3	1472	0.521	3	1472	1.042
09:00 - 10:00	3	1472	0.612	3	1472	0.453	3	1472	1.065
10:00 - 11:00	3	1472	0.408	3	1472	0.612	3	1472	1.020
11:00 - 12:00	3	1472	0.453	3	1472	0.430	3	1472	0.883
12:00 - 13:00	3	1472	0.498	3	1472	0.476	3	1472	0.974
13:00 - 14:00	3	1472	0.544	3	1472	0.521	3	1472	1.065
14:00 - 15:00	3	1472	0.612	3	1472	0.702	3	1472	1.314
15:00 - 16:00	3	1472	0.544	3	1472	0.566	3	1472	1.110
16:00 - 17:00	3	1472	0.634	3	1472	0.612	3	1472	1.246
17:00 - 18:00	3	1472	0.883	3	1472	0.317	3	1472	1.200
18:00 - 19:00	3	1472	1.495	3	1472	1.065	3	1472	2.560
19:00 - 20:00	3	1472	1.268	3	1472	1.563	3	1472	2.831
20:00 - 21:00	3	1472	0.883	3	1472	1.518	3	1472	2.401
21:00 - 22:00	3	1472	0.249	3	1472	0.951	3	1472	1.200
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.394			11.552			22.946

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	1.835	3	1472	0.680	3	1472	2.515
07:00 - 08:00	3	1472	1.223	3	1472	1.812	3	1472	3.035
08:00 - 09:00	3	1472	1.133	3	1472	1.631	3	1472	2.764
09:00 - 10:00	3	1472	1.540	3	1472	1.110	3	1472	2.650
10:00 - 11:00	3	1472	1.676	3	1472	1.200	3	1472	2.876
11:00 - 12:00	3	1472	1.608	3	1472	1.336	3	1472	2.944
12:00 - 13:00	3	1472	2.831	3	1472	1.971	3	1472	4.802
13:00 - 14:00	3	1472	2.197	3	1472	2.695	3	1472	4.892
14:00 - 15:00	3	1472	1.540	3	1472	1.812	3	1472	3.352
15:00 - 16:00	3	1472	1.268	3	1472	1.631	3	1472	2.899
16:00 - 17:00	3	1472	1.721	3	1472	1.495	3	1472	3.216
17:00 - 18:00	3	1472	3.737	3	1472	1.721	3	1472	5.458
18:00 - 19:00	3	1472	4.417	3	1472	2.673	3	1472	7.090
19:00 - 20:00	3	1472	4.168	3	1472	4.077	3	1472	8.245
20:00 - 21:00	3	1472	2.265	3	1472	3.307	3	1472	5.572
21:00 - 22:00	3	1472	0.974	3	1472	3.148	3	1472	4.122
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.133			32.299			66.432

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.430	3	1472	0.159	3	1472	0.589
07:00 - 08:00	3	1472	0.272	3	1472	0.408	3	1472	0.680
08:00 - 09:00	3	1472	0.544	3	1472	0.317	3	1472	0.861
09:00 - 10:00	3	1472	0.929	3	1472	0.498	3	1472	1.427
10:00 - 11:00	3	1472	0.544	3	1472	0.566	3	1472	1.110
11:00 - 12:00	3	1472	0.770	3	1472	0.702	3	1472	1.472
12:00 - 13:00	3	1472	0.770	3	1472	0.747	3	1472	1.517
13:00 - 14:00	3	1472	0.657	3	1472	0.544	3	1472	1.201
14:00 - 15:00	3	1472	0.453	3	1472	0.566	3	1472	1.019
15:00 - 16:00	3	1472	0.498	3	1472	0.476	3	1472	0.974
16:00 - 17:00	3	1472	0.725	3	1472	0.680	3	1472	1.405
17:00 - 18:00	3	1472	1.359	3	1472	0.702	3	1472	2.061
18:00 - 19:00	3	1472	1.857	3	1472	1.065	3	1472	2.922
19:00 - 20:00	3	1472	1.336	3	1472	1.518	3	1472	2.854
20:00 - 21:00	3	1472	0.906	3	1472	2.265	3	1472	3.171
21:00 - 22:00	3	1472	0.408	3	1472	1.087	3	1472	1.495
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.458			12.300			24.758

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.317	3	1472	0.113	3	1472	0.430
07:00 - 08:00	3	1472	0.340	3	1472	0.317	3	1472	0.657
08:00 - 09:00	3	1472	0.136	3	1472	0.294	3	1472	0.430
09:00 - 10:00	3	1472	0.204	3	1472	0.181	3	1472	0.385
10:00 - 11:00	3	1472	0.136	3	1472	0.159	3	1472	0.295
11:00 - 12:00	3	1472	0.204	3	1472	0.204	3	1472	0.408
12:00 - 13:00	3	1472	0.408	3	1472	0.249	3	1472	0.657
13:00 - 14:00	3	1472	0.340	3	1472	0.362	3	1472	0.702
14:00 - 15:00	3	1472	0.227	3	1472	0.204	3	1472	0.431
15:00 - 16:00	3	1472	0.362	3	1472	0.204	3	1472	0.566
16:00 - 17:00	3	1472	0.476	3	1472	0.521	3	1472	0.997
17:00 - 18:00	3	1472	0.997	3	1472	0.430	3	1472	1.427
18:00 - 19:00	3	1472	1.744	3	1472	0.974	3	1472	2.718
19:00 - 20:00	3	1472	0.770	3	1472	1.178	3	1472	1.948
20:00 - 21:00	3	1472	0.521	3	1472	0.838	3	1472	1.359
21:00 - 22:00	3	1472	0.181	3	1472	0.521	3	1472	0.702
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.363			6.749			14.112

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.747	3	1472	0.272	3	1472	1.019
07:00 - 08:00	3	1472	0.612	3	1472	0.725	3	1472	1.337
08:00 - 09:00	3	1472	0.680	3	1472	0.612	3	1472	1.292
09:00 - 10:00	3	1472	1.133	3	1472	0.680	3	1472	1.813
10:00 - 11:00	3	1472	0.680	3	1472	0.725	3	1472	1.405
11:00 - 12:00	3	1472	0.974	3	1472	0.906	3	1472	1.880
12:00 - 13:00	3	1472	1.178	3	1472	0.997	3	1472	2.175
13:00 - 14:00	3	1472	0.997	3	1472	0.906	3	1472	1.903
14:00 - 15:00	3	1472	0.680	3	1472	0.770	3	1472	1.450
15:00 - 16:00	3	1472	0.861	3	1472	0.680	3	1472	1.541
16:00 - 17:00	3	1472	1.200	3	1472	1.200	3	1472	2.400
17:00 - 18:00	3	1472	2.356	3	1472	1.133	3	1472	3.489
18:00 - 19:00	3	1472	3.601	3	1472	2.039	3	1472	5.640
19:00 - 20:00	3	1472	2.106	3	1472	2.695	3	1472	4.801
20:00 - 21:00	3	1472	1.427	3	1472	3.103	3	1472	4.530
21:00 - 22:00	3	1472	0.589	3	1472	1.608	3	1472	2.197
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.821			19.051			38.872

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	3.873	3	1472	1.291	3	1472	5.164
07:00 - 08:00	3	1472	2.718	3	1472	3.647	3	1472	6.365
08:00 - 09:00	3	1472	2.492	3	1472	3.035	3	1472	5.527
09:00 - 10:00	3	1472	3.465	3	1472	2.424	3	1472	5.889
10:00 - 11:00	3	1472	2.831	3	1472	2.605	3	1472	5.436
11:00 - 12:00	3	1472	3.148	3	1472	2.786	3	1472	5.934
12:00 - 13:00	3	1472	4.689	3	1472	3.511	3	1472	8.200
13:00 - 14:00	3	1472	3.851	3	1472	4.258	3	1472	8.109
14:00 - 15:00	3	1472	2.922	3	1472	3.307	3	1472	6.229
15:00 - 16:00	3	1472	2.741	3	1472	3.012	3	1472	5.753
16:00 - 17:00	3	1472	3.669	3	1472	3.352	3	1472	7.021
17:00 - 18:00	3	1472	7.203	3	1472	3.262	3	1472	10.465
18:00 - 19:00	3	1472	9.762	3	1472	6.025	3	1472	15.787
19:00 - 20:00	3	1472	7.701	3	1472	8.562	3	1472	16.263
20:00 - 21:00	3	1472	4.711	3	1472	8.267	3	1472	12.978
21:00 - 22:00	3	1472	1.948	3	1472	5.934	3	1472	7.882
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			67.724			65.278			133.002

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.951	3	1472	0.317	3	1472	1.268
07:00 - 08:00	3	1472	0.476	3	1472	0.815	3	1472	1.291
08:00 - 09:00	3	1472	0.408	3	1472	0.453	3	1472	0.861
09:00 - 10:00	3	1472	0.498	3	1472	0.362	3	1472	0.860
10:00 - 11:00	3	1472	0.317	3	1472	0.476	3	1472	0.793
11:00 - 12:00	3	1472	0.362	3	1472	0.340	3	1472	0.702
12:00 - 13:00	3	1472	0.453	3	1472	0.385	3	1472	0.838
13:00 - 14:00	3	1472	0.385	3	1472	0.453	3	1472	0.838
14:00 - 15:00	3	1472	0.544	3	1472	0.544	3	1472	1.088
15:00 - 16:00	3	1472	0.408	3	1472	0.453	3	1472	0.861
16:00 - 17:00	3	1472	0.521	3	1472	0.498	3	1472	1.019
17:00 - 18:00	3	1472	0.657	3	1472	0.272	3	1472	0.929
18:00 - 19:00	3	1472	1.042	3	1472	0.861	3	1472	1.903
19:00 - 20:00	3	1472	0.929	3	1472	1.087	3	1472	2.016
20:00 - 21:00	3	1472	0.725	3	1472	1.019	3	1472	1.744
21:00 - 22:00	3	1472	0.249	3	1472	0.725	3	1472	0.974
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.925			9.060			17.985

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.091	3	1472	0.045	3	1472	0.136
07:00 - 08:00	3	1472	0.023	3	1472	0.068	3	1472	0.091
08:00 - 09:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
09:00 - 10:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
16:00 - 17:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
19:00 - 20:00	3	1472	0.045	3	1472	0.000	3	1472	0.045
20:00 - 21:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.250			0.501

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.045	3	1472	0.000	3	1472	0.045
07:00 - 08:00	3	1472	0.023	3	1472	0.091	3	1472	0.114
08:00 - 09:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
09:00 - 10:00	3	1472	0.045	3	1472	0.000	3	1472	0.045
10:00 - 11:00	3	1472	0.045	3	1472	0.045	3	1472	0.090
11:00 - 12:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
12:00 - 13:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
13:00 - 14:00	3	1472	0.045	3	1472	0.045	3	1472	0.090
14:00 - 15:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
15:00 - 16:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
16:00 - 17:00	3	1472	0.023	3	1472	0.045	3	1472	0.068
17:00 - 18:00	3	1472	0.136	3	1472	0.000	3	1472	0.136
18:00 - 19:00	3	1472	0.091	3	1472	0.181	3	1472	0.272
19:00 - 20:00	3	1472	0.091	3	1472	0.136	3	1472	0.227
20:00 - 21:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
21:00 - 22:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.636			0.680			1.316

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.317	3	1472	0.113	3	1472	0.430
07:00 - 08:00	3	1472	0.317	3	1472	0.317	3	1472	0.634
08:00 - 09:00	3	1472	0.113	3	1472	0.249	3	1472	0.362
09:00 - 10:00	3	1472	0.204	3	1472	0.181	3	1472	0.385
10:00 - 11:00	3	1472	0.136	3	1472	0.159	3	1472	0.295
11:00 - 12:00	3	1472	0.204	3	1472	0.204	3	1472	0.408
12:00 - 13:00	3	1472	0.385	3	1472	0.227	3	1472	0.612
13:00 - 14:00	3	1472	0.317	3	1472	0.340	3	1472	0.657
14:00 - 15:00	3	1472	0.159	3	1472	0.204	3	1472	0.363
15:00 - 16:00	3	1472	0.362	3	1472	0.181	3	1472	0.543
16:00 - 17:00	3	1472	0.453	3	1472	0.498	3	1472	0.951
17:00 - 18:00	3	1472	0.974	3	1472	0.408	3	1472	1.382
18:00 - 19:00	3	1472	1.744	3	1472	0.906	3	1472	2.650
19:00 - 20:00	3	1472	0.770	3	1472	1.133	3	1472	1.903
20:00 - 21:00	3	1472	0.521	3	1472	0.770	3	1472	1.291
21:00 - 22:00	3	1472	0.181	3	1472	0.453	3	1472	0.634
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.157			6.343			13.500

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
08:00 - 09:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
13:00 - 14:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
14:00 - 15:00	3	1472	0.068	3	1472	0.000	3	1472	0.068
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
17:00 - 18:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
18:00 - 19:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
19:00 - 20:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.183			0.182			0.365

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
08:00 - 09:00	3	1472	0.000	3	1472	0.045	3	1472	0.045
09:00 - 10:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
13:00 - 14:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
16:00 - 17:00	3	1472	0.023	3	1472	0.000	3	1472	0.023
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
19:00 - 20:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
20:00 - 21:00	3	1472	0.000	3	1472	0.068	3	1472	0.068
21:00 - 22:00	3	1472	0.000	3	1472	0.023	3	1472	0.023
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.228			0.251

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.430	3	1472	0.159	3	1472	0.589
07:00 - 08:00	3	1472	0.272	3	1472	0.408	3	1472	0.680
08:00 - 09:00	3	1472	0.544	3	1472	0.317	3	1472	0.861
09:00 - 10:00	3	1472	0.929	3	1472	0.498	3	1472	1.427
10:00 - 11:00	3	1472	0.544	3	1472	0.566	3	1472	1.110
11:00 - 12:00	3	1472	0.770	3	1472	0.702	3	1472	1.472
12:00 - 13:00	3	1472	0.770	3	1472	0.747	3	1472	1.517
13:00 - 14:00	3	1472	0.657	3	1472	0.544	3	1472	1.201
14:00 - 15:00	3	1472	0.453	3	1472	0.566	3	1472	1.019
15:00 - 16:00	3	1472	0.498	3	1472	0.476	3	1472	0.974
16:00 - 17:00	3	1472	0.725	3	1472	0.680	3	1472	1.405
17:00 - 18:00	3	1472	1.359	3	1472	0.702	3	1472	2.061
18:00 - 19:00	3	1472	1.857	3	1472	1.065	3	1472	2.922
19:00 - 20:00	3	1472	1.336	3	1472	1.518	3	1472	2.854
20:00 - 21:00	3	1472	0.906	3	1472	2.265	3	1472	3.171
21:00 - 22:00	3	1472	0.408	3	1472	1.087	3	1472	1.495
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.458			12.300			24.758

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
07:00 - 08:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
08:00 - 09:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
09:00 - 10:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
10:00 - 11:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
11:00 - 12:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
12:00 - 13:00	3	1472	0.023	3	1472	0.023	3	1472	0.046
13:00 - 14:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
14:00 - 15:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
15:00 - 16:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
16:00 - 17:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
17:00 - 18:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
18:00 - 19:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
19:00 - 20:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
20:00 - 21:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
21:00 - 22:00	3	1472	0.000	3	1472	0.000	3	1472	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.069			0.138

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

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