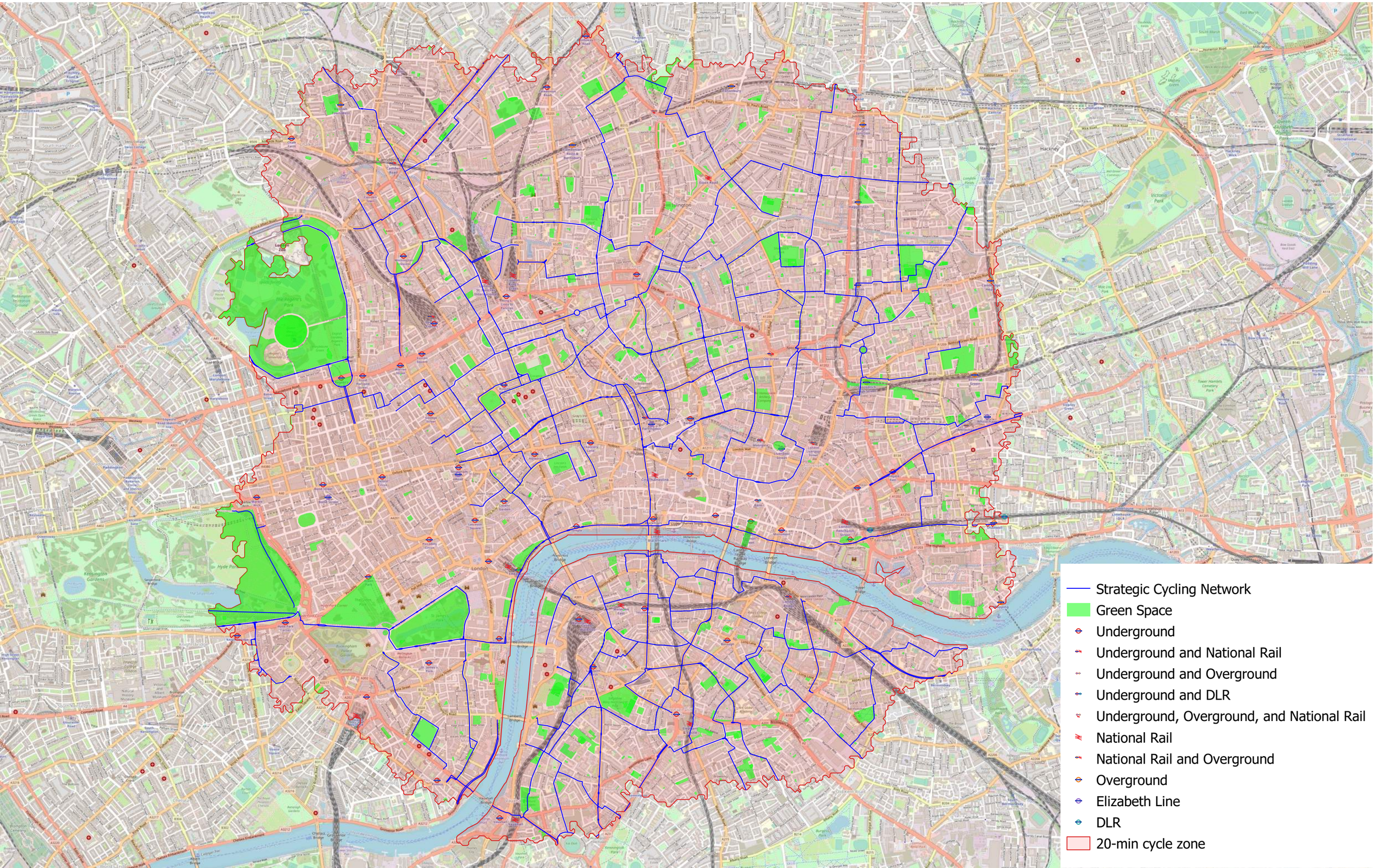
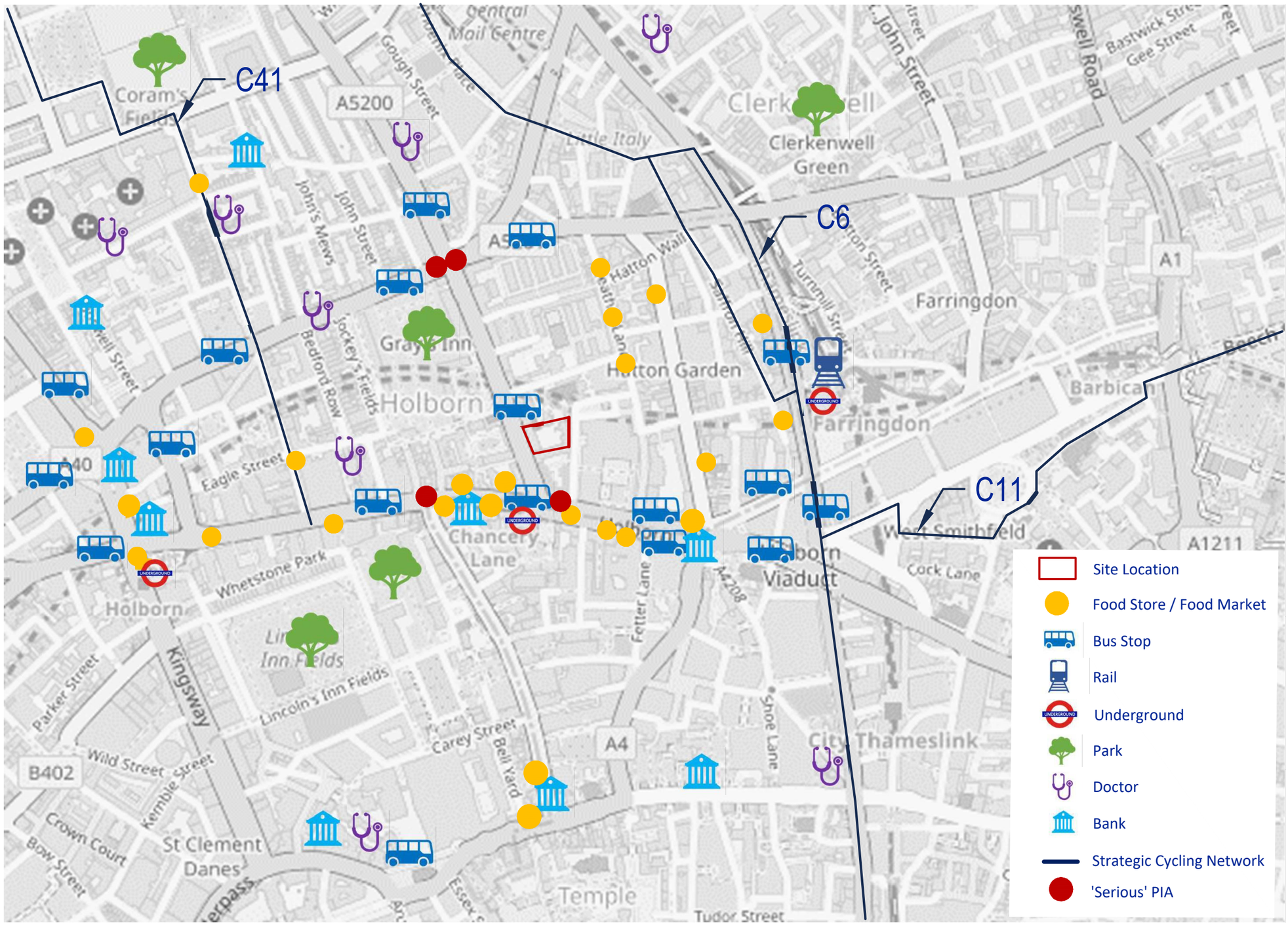
G. Healthy Streets Maps

ATZ Map One - Active Travel Zone



ATZ Map Two – ATZ Neighbourhood



Rev.	Date	Description	By	Chk
01	27.07.23	ISSUED	DA	JH

Amendments

Project

Fox Court

Title

ATZ Map Two - ATZ Neighbourhood

Client

General Projects and Valeo Capital

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WIP S0

Designed By	Director	Waterman Ref
DA	MP	WIE19467
Drawn By	**Date**	**Scales @ A3**
DA	27.07.2023	Scale

Project - Originator - Volume - Level - Type - Role - Number

WIE-19467-SA-0006-P01 - ATZ Map 2

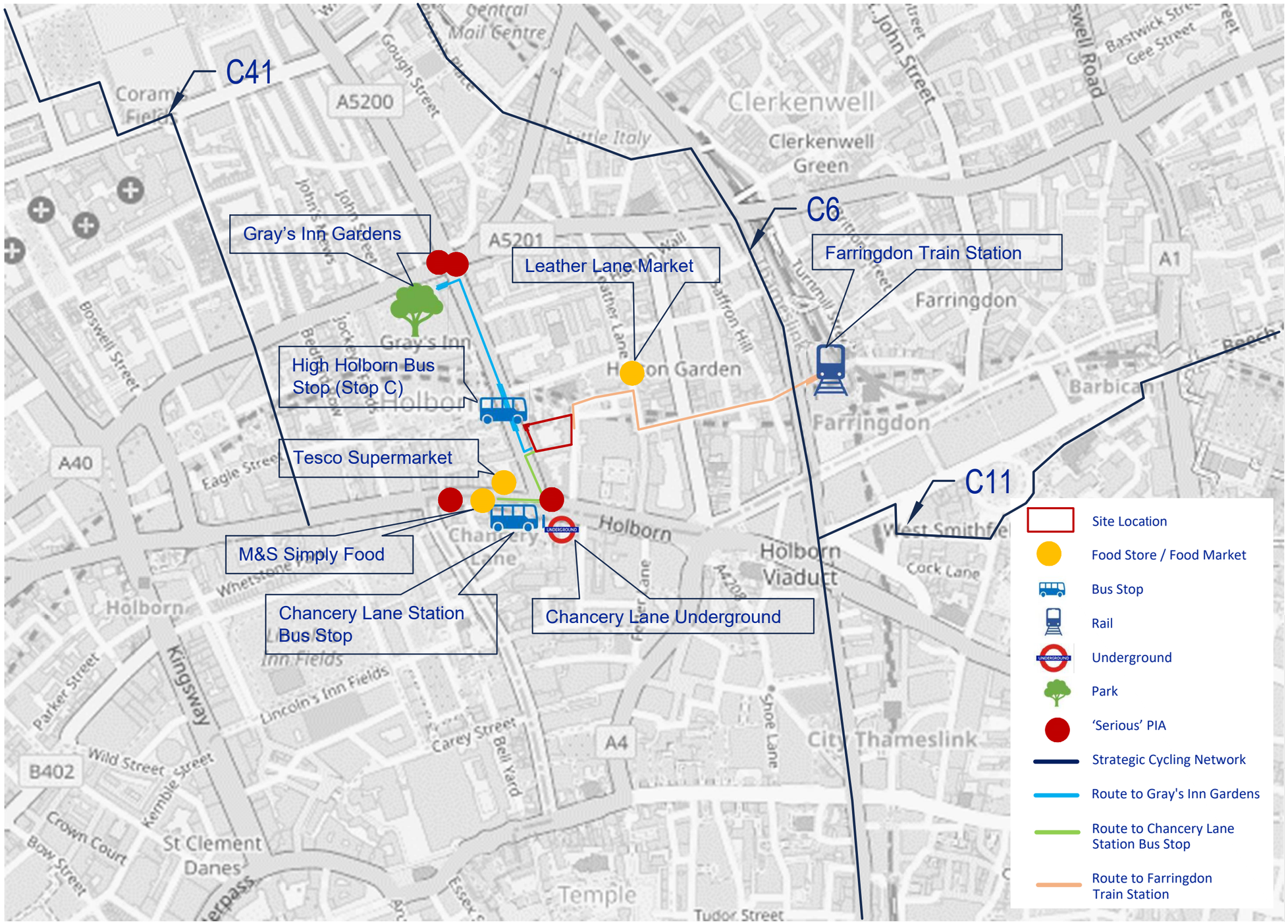
Revision

P01

File Path N:\Projects\WIE19467\1007_CAD\ATZ Maps\

A3-Wat-ISO-S

ATZ Map Three – Assessed Walking Routes



Rev	Date	Description	By	Chk
01	27/07/23	ISSUED	DA	JH

Amendments

Project: Fox Court

Title: ATZ Map 3 - Assessed Walking Routes

Client: General Projects and Valeo Capital

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WIP | S0

Designed By	Director	Waterman Ref
DA	MP	WIE19467
Drawn By	**Date**	**Scales @ A3**
DA	27.07.2023	Scale

Project - Originator - Volume - Level - Type - Role - Number: WIE-19467-SA-0007-P01 - ATZ Map 3

Revision: P01

File Path: N:\Projects\WIE19467\1007_CAD\ATZ Maps\

A3-Wat-ISO-S

H. Active Travel Zone Assessment

ATZ Neighbourhood Review

1.1. Waterman undertook a site visit on the 18th of April 2023 between the hours of 11:00-15:00 where each of the key routes identified were audited. Point of View (POV) photographs were taken circa every 150 metres as a snapshot of the route. As detailed in the guidance, the worst part of each route has been identified and assessed against the lower-level healthy streets indicators.

Route 1 – Site to Gray's Inn Gardens

1.2. The route between the site and Gray's Inn Gardens has been identified as a key walking and cycling route for future employees as it provides access to High Holborn Bus Stop (Stop C), being the closest bus stop providing access to London Bridge and St Bartholomew's Hospital. The route is approximately 220 metres long.

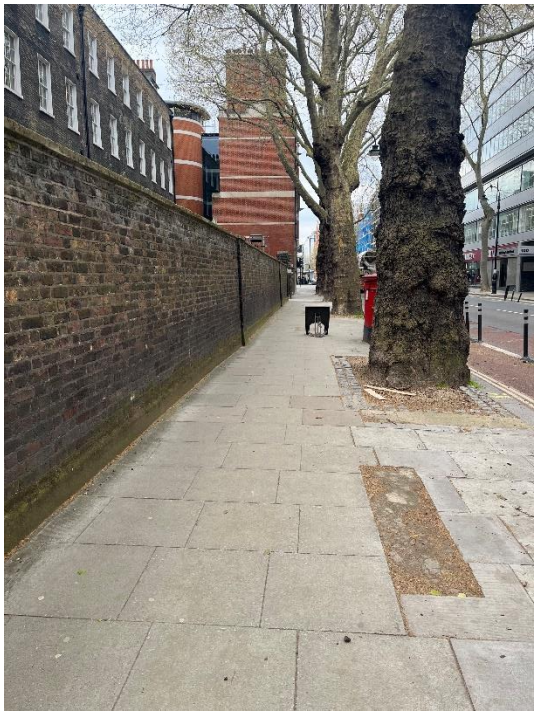
Route POVs

Photograph 1: A5200 Grays Inn Road – Adjacent to the Site

Photo 2: A5200 Grays Inn Road Adjacent to Footway

Photo 3: A5200 Grays Inn Road Crossing Point

Photo 4: A5200 Grays Inn Road Approaching Gray's Inn Gardens



Worst Section – A5200 Grays Inn Road Adjacent to Footway

1.3. The area shown in Photograph 2 is considered the worst section of Route 1 in terms of the Healthy Streets indicators. The table below assess the worst section of Route 1 against the healthy Streets indicators.

Site to Gray's Inn Gardens	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 2: A5200 Grays Inn Road Adjacent to Footway** 	Easy to cross	Along this route, there are footways on both sides of the carriageway**.**
	Shade and shelter	The presence of trees and buildings give this route adequate shelter and shade, subject to the time of day.
	Places to stop and rest	Gray's Inn Gardens is located nearby and provides benches for people to stop and rest.
	Not too noisy	The main noise generator along this route is the traffic along Grays Inn Road which is a lightly trafficked road.
	People choose to walk, cycle, and use public transport	The route has maintained footways encourages walking. There are also cycle lanes along both sides of Grays Inn Road.
	People feel safe	The area shown in Photograph 2 is not considered 'safe' as the immediate area is not welcoming. The footway on this section of the street is narrow and uneven due to the construction works. This may make it difficult for groups of pedestrians to pass. Furthermore, there is a temporary construction work barrier which contributes to a sense that walking on this section of the road might be dangerous. It could therefore be frightening for pedestrians to walk along this section. The perception of safety here would be improved when the construction works complete.
	Things to see and do	The route benefits from a garden and a parade of shops on Grays Inn Road. This assessment suggests no measures.
	People feel relaxed	The section shown in Photograph 2 is not welcoming and unattractive and therefore the experience of walking here is not relaxing or enjoyable. In addition, the pavement in this section is narrow and unpleasant due to the construction works. This will be improved when the construction works complete.

Route 2 – Site to Chancery Lane station Bus Stop

1.4. The route between the site and Chancery Lane station Bus Stop has been identified as a key walking and cycling route for future employees as it provides access to Chancery Lane Underground Station, Tesco and M&S supermarkets. The route is approximately 150 metres long.

Route POVs

Photo 5: A5200 Grays Inn Road – Opposite the Site

Photo 6: A5200 Grays Inn Road / A40 High Holborn Junction

Worst Section - A5200 Grays Inn Road – Opposite the Site

1.5. The area shown in Photograph 5 is considered the worst section of Route 2 in terms of the Healthy Streets indicators. The table below assess the worst section of Route 2 against the healthy Streets indicators.Route 3 – Site to Farringdon Train Station

Site to Chancery Lane station Bus Stop	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 5: A5200 Grays Inn Road – Opposite the Site** 	Easy to cross	Signalised pedestrian crossing is available at the junction between Grays Inn Road and A40 Holborn.
	Shade and shelter	The presence of trees and buildings give this route adequate shelter and shade.
	Places to stop and rest	The route lacks areas to stop and rest. A rest area with shelter would improve the lack of provision.
	Not too noisy	The main noise generator along this route is the traffic along A40 Holborn which is a relatively busy road.
	People choose to walk, cycle, and use public transport	The wide footway/cycleway provision encourages non-car methods of travel on this route.
	People feel safe	The area shown in Photograph 5 is not considered 'safe' as the immediate area is not welcoming. Litter and rubbish were observed on the footways. Furthermore, the pavement is uneven in several locations and is an existing highway maintenance issue. This results in an unattractive street scene that will not help make people feel safe. The existing perception of safety could be improved by keeping the area clean and resurfacing the footway.
	Things to see and do	The area is commercial/residential but there are opportunities to do and see things in the area.
	People feel relaxed	The section of A5200 Grays Inn Road shown in Photograph 5 attracts a consistent flow of traffic, therefore the experience of walking / cycling here is not particularly relaxing or enjoyable. In addition, the pavement is uneven in some locations. This could be improved providing a smooth and level surface to the street

1.6. The route between the site and Farringdon Train Station has been identified as a key walking and cycling route for future employees as it provides access to Leather Lane Food Market and Farringdon Train Station. The route is approximately 600 metres long.

Route POVs

Photo 7: Brooke Street Adjacent to Footway

Photo 8: Leather Lane Adjacent to Footway

Photo 9: Greville Street / Hatton Garden Junction

Photo 10: Greville Street / Kirby Street Junction

Photo 11: Greville Street Approaching Farringdon Station

Worst Section - Brooke Street Adjacent to Footway

1.7. The area shown in Photograph 7 is considered the worst section of Route 3 in terms of the Healthy Streets indicators. The table below assess the worst section of Route 3 against the healthy Streets indicators.

Site to Farringdon Train Station	Healthy Streets Indicator	Healthy Streets Commentary and Suggested Measures
Assessed Route:  **Photo 7: Brooke Street Adjacent to Footway** 	Easy to cross	There are informal and formal pedestrian crossings along the route.
	Shade and shelter	The presence of trees and buildings give this route adequate shelter and shade.
	Places to stop and rest	The area shown in Photograph 7 suffers from lack of seating and does not meet the 'places to stop and rest' indicator.
	Not too noisy	Greville Street vehicle traffic is the main noise generator on this route. However, given the road is lightly trafficked, the noise levels would be minimal.
	People choose to walk, cycle, and use public transport	The footways are in good condition, which is conductive for walking. The lightly trafficked nature of the route, vehicle flows, and low speed means this route is attractive for cycling.
	People feel safe	The area shown in Photograph 7 does not meet the 'people feel safe' indicator. Due to the historic layout of the street the pavement is narrow which could result in pedestrians walking in the road to avoid narrow sections of footway. It could therefore be frightening for pedestrians to walk along this section, especially in hours of darkness. This is an existing highway issue that could potentially be addressed by localised widening of the footway.
	Things to see and do	The route goes through Leather Lane where numerous food stores are available. Also, several shops are available along both sides of Greville Street which provides people with things to see and do.
	People feel relaxed	The low vehicle movements and speeds associated with the roads, and high levels of natural surveillance result in a relaxing environment on the route.

Summary

1.8. This Active Travel Zone neighbourhood review has identified the following worst sections of each of the 3 active travel routes:

- Route 1 – Site to Gray's Inn Gardens – Worst part of the route A5200 Grays Inn Road Adjacent to Footway;
- Route 2 – Site to Chancery Lane station Bus Stop – Worst part of the route A5200 Grays Inn Road – Opposite the Site; and
- Route 3 – Site to Farringdon Train Station – Worst part of the route Brooke Street Adjacent to Footway.

1.9. The worst section of each of the above routes do not meet the healthy streets indicators and are not attractive to encourage active travel modes.

1.10. The worst section of routes 1, 2 and 3 are associated with the existing deficiencies of the local streets surrounding the Site and the historic layout of the local roads. These could potentially be addressed by localised widening the footways, keeping the area clean and tidy and resurfacing the footway

I. TRICS Output

Calculation Reference: AUDIT-701701-230201-0220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	2 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	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:	2036 to 26639 (units: sqm)
Range Selected by User:	1000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town 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:

Built-Up Zone	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	3 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days

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

Travel Plan:

Yes	2 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:

6b (High) Excellent	4 days

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

LIST OF SITES relevant to selection parameters

1 CN-02-A-03 PLANNING & ENGINEERING CAMDEN
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

2 CN-02-A-04 OFFICE CAMDEN
CHARTERHOUSE STREET
FARRINGDON

Town Centre
Built-Up Zone
Total Gross floor area: 20129 sqm
Survey date: TUESDAY *28/06/22* *Survey Type: MANUAL*

3 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

4 LB-02-A-01 START UP OFFICES & STUDIOS LAMBETH
DURHAM STREET
VAUXHALL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 10200 sqm
Survey date: MONDAY *19/11/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BN-02-A-01	unsuitable location
EN-02-A-01	unsuitable location
HD-02-A-10	low PTAL
LB-02-A-02	unsuitable location

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 17.65

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	14751	0.017	4	14751	0.003	4	14751	0.020
07:30 - 08:00	4	14751	0.027	4	14751	0.015	4	14751	0.042
08:00 - 08:30	4	14751	0.036	4	14751	0.015	4	14751	0.051
08:30 - 09:00	4	14751	0.075	4	14751	0.029	4	14751	0.104
09:00 - 09:30	4	14751	0.022	4	14751	0.015	4	14751	0.037
09:30 - 10:00	4	14751	0.042	4	14751	0.024	4	14751	0.066
10:00 - 10:30	4	14751	0.024	4	14751	0.027	4	14751	0.051
10:30 - 11:00	4	14751	0.039	4	14751	0.025	4	14751	0.064
11:00 - 11:30	4	14751	0.027	4	14751	0.037	4	14751	0.064
11:30 - 12:00	4	14751	0.020	4	14751	0.019	4	14751	0.039
12:00 - 12:30	4	14751	0.034	4	14751	0.024	4	14751	0.058
12:30 - 13:00	4	14751	0.014	4	14751	0.019	4	14751	0.033
13:00 - 13:30	4	14751	0.014	4	14751	0.010	4	14751	0.024
13:30 - 14:00	4	14751	0.019	4	14751	0.025	4	14751	0.044
14:00 - 14:30	4	14751	0.017	4	14751	0.022	4	14751	0.039
14:30 - 15:00	4	14751	0.015	4	14751	0.024	4	14751	0.039
15:00 - 15:30	4	14751	0.017	4	14751	0.024	4	14751	0.041
15:30 - 16:00	4	14751	0.010	4	14751	0.022	4	14751	0.032
16:00 - 16:30	4	14751	0.022	4	14751	0.024	4	14751	0.046
16:30 - 17:00	4	14751	0.015	4	14751	0.032	4	14751	0.047
17:00 - 17:30	4	14751	0.007	4	14751	0.025	4	14751	0.032
17:30 - 18:00	4	14751	0.010	4	14751	0.032	4	14751	0.042
18:00 - 18:30	4	14751	0.005	4	14751	0.031	4	14751	0.036
18:30 - 19:00	4	14751	0.015	4	14751	0.024	4	14751	0.039
19:00 - 19:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
19:30 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 20:30	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.553			0.557			1.110

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:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/14 - 28/06/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/A - OFFICE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
07:30 - 08:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
08:00 - 08:30	4	14751	0.003	4	14751	0.003	4	14751	0.006
08:30 - 09:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
09:00 - 09:30	4	14751	0.005	4	14751	0.002	4	14751	0.007
09:30 - 10:00	4	14751	0.002	4	14751	0.002	4	14751	0.004
10:00 - 10:30	4	14751	0.002	4	14751	0.003	4	14751	0.005
10:30 - 11:00	4	14751	0.003	4	14751	0.002	4	14751	0.005
11:00 - 11:30	4	14751	0.000	4	14751	0.003	4	14751	0.003
11:30 - 12:00	4	14751	0.002	4	14751	0.002	4	14751	0.004
12:00 - 12:30	4	14751	0.002	4	14751	0.000	4	14751	0.002
12:30 - 13:00	4	14751	0.000	4	14751	0.002	4	14751	0.002
13:00 - 13:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
13:30 - 14:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
14:00 - 14:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
14:30 - 15:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
15:00 - 15:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
15:30 - 16:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
16:00 - 16:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
16:30 - 17:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
17:00 - 17:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
17:30 - 18:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
18:00 - 18:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
18:30 - 19:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
19:00 - 19:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
19:30 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 20:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.019			0.038

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 17.65

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	14751	0.219	4	14751	0.024	4	14751	0.243
07:30 - 08:00	4	14751	0.536	4	14751	0.073	4	14751	0.609
08:00 - 08:30	4	14751	0.947	4	14751	0.114	4	14751	1.061
08:30 - 09:00	4	14751	1.590	4	14751	0.136	4	14751	1.726
09:00 - 09:30	4	14751	1.435	4	14751	0.158	4	14751	1.593
09:30 - 10:00	4	14751	0.730	4	14751	0.183	4	14751	0.913
10:00 - 10:30	4	14751	0.480	4	14751	0.275	4	14751	0.755
10:30 - 11:00	4	14751	0.375	4	14751	0.254	4	14751	0.629
11:00 - 11:30	4	14751	0.268	4	14751	0.219	4	14751	0.487
11:30 - 12:00	4	14751	0.263	4	14751	0.254	4	14751	0.517
12:00 - 12:30	4	14751	0.276	4	14751	0.344	4	14751	0.620
12:30 - 13:00	4	14751	0.429	4	14751	0.527	4	14751	0.956
13:00 - 13:30	4	14751	0.451	4	14751	0.451	4	14751	0.902
13:30 - 14:00	4	14751	0.441	4	14751	0.468	4	14751	0.909
14:00 - 14:30	4	14751	0.356	4	14751	0.269	4	14751	0.625
14:30 - 15:00	4	14751	0.214	4	14751	0.286	4	14751	0.500
15:00 - 15:30	4	14751	0.193	4	14751	0.298	4	14751	0.491
15:30 - 16:00	4	14751	0.100	4	14751	0.317	4	14751	0.417
16:00 - 16:30	4	14751	0.134	4	14751	0.344	4	14751	0.478
16:30 - 17:00	4	14751	0.103	4	14751	0.520	4	14751	0.623
17:00 - 17:30	4	14751	0.097	4	14751	0.924	4	14751	1.021
17:30 - 18:00	4	14751	0.068	4	14751	1.432	4	14751	1.500
18:00 - 18:30	4	14751	0.042	4	14751	1.080	4	14751	1.122
18:30 - 19:00	4	14751	0.034	4	14751	0.573	4	14751	0.607
19:00 - 19:30	1	20129	0.000	1	20129	0.070	1	20129	0.070
19:30 - 20:00	1	20129	0.000	1	20129	0.070	1	20129	0.070
20:00 - 20:30	1	20129	0.000	1	20129	0.025	1	20129	0.025
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.781			9.688			19.469

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 02 - EMPLOYMENT/A - OFFICE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	14751	0.008	4	14751	0.000	4	14751	0.008
07:30 - 08:00	4	14751	0.015	4	14751	0.007	4	14751	0.022
08:00 - 08:30	4	14751	0.014	4	14751	0.003	4	14751	0.017
08:30 - 09:00	4	14751	0.032	4	14751	0.008	4	14751	0.040
09:00 - 09:30	4	14751	0.003	4	14751	0.005	4	14751	0.008
09:30 - 10:00	4	14751	0.020	4	14751	0.008	4	14751	0.028
10:00 - 10:30	4	14751	0.008	4	14751	0.010	4	14751	0.018
10:30 - 11:00	4	14751	0.015	4	14751	0.005	4	14751	0.020
11:00 - 11:30	4	14751	0.014	4	14751	0.020	4	14751	0.034
11:30 - 12:00	4	14751	0.010	4	14751	0.010	4	14751	0.020
12:00 - 12:30	4	14751	0.010	4	14751	0.010	4	14751	0.020
12:30 - 13:00	4	14751	0.005	4	14751	0.005	4	14751	0.010
13:00 - 13:30	4	14751	0.007	4	14751	0.002	4	14751	0.009
13:30 - 14:00	4	14751	0.005	4	14751	0.008	4	14751	0.013
14:00 - 14:30	4	14751	0.005	4	14751	0.007	4	14751	0.012
14:30 - 15:00	4	14751	0.005	4	14751	0.007	4	14751	0.012
15:00 - 15:30	4	14751	0.007	4	14751	0.007	4	14751	0.014
15:30 - 16:00	4	14751	0.002	4	14751	0.010	4	14751	0.012
16:00 - 16:30	4	14751	0.005	4	14751	0.003	4	14751	0.008
16:30 - 17:00	4	14751	0.005	4	14751	0.012	4	14751	0.017
17:00 - 17:30	4	14751	0.003	4	14751	0.012	4	14751	0.015
17:30 - 18:00	4	14751	0.002	4	14751	0.017	4	14751	0.019
18:00 - 18:30	4	14751	0.000	4	14751	0.015	4	14751	0.015
18:30 - 19:00	4	14751	0.003	4	14751	0.007	4	14751	0.010
19:00 - 19:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
19:30 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 20:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.203			0.198			0.401

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 02 - EMPLOYMENT/A - OFFICE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	14751	0.005	4	14751	0.002	4	14751	0.007
07:30 - 08:00	4	14751	0.007	4	14751	0.005	4	14751	0.012
08:00 - 08:30	4	14751	0.008	4	14751	0.005	4	14751	0.013
08:30 - 09:00	4	14751	0.008	4	14751	0.003	4	14751	0.011
09:00 - 09:30	4	14751	0.002	4	14751	0.002	4	14751	0.004
09:30 - 10:00	4	14751	0.005	4	14751	0.008	4	14751	0.013
10:00 - 10:30	4	14751	0.007	4	14751	0.010	4	14751	0.017
10:30 - 11:00	4	14751	0.010	4	14751	0.012	4	14751	0.022
11:00 - 11:30	4	14751	0.003	4	14751	0.005	4	14751	0.008
11:30 - 12:00	4	14751	0.008	4	14751	0.007	4	14751	0.015
12:00 - 12:30	4	14751	0.015	4	14751	0.008	4	14751	0.023
12:30 - 13:00	4	14751	0.003	4	14751	0.005	4	14751	0.008
13:00 - 13:30	4	14751	0.003	4	14751	0.007	4	14751	0.010
13:30 - 14:00	4	14751	0.007	4	14751	0.008	4	14751	0.015
14:00 - 14:30	4	14751	0.010	4	14751	0.012	4	14751	0.022
14:30 - 15:00	4	14751	0.008	4	14751	0.010	4	14751	0.018
15:00 - 15:30	4	14751	0.005	4	14751	0.010	4	14751	0.015
15:30 - 16:00	4	14751	0.003	4	14751	0.003	4	14751	0.006
16:00 - 16:30	4	14751	0.008	4	14751	0.008	4	14751	0.016
16:30 - 17:00	4	14751	0.003	4	14751	0.010	4	14751	0.013
17:00 - 17:30	4	14751	0.002	4	14751	0.002	4	14751	0.004
17:30 - 18:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
18:00 - 18:30	4	14751	0.000	4	14751	0.000	4	14751	0.000
18:30 - 19:00	4	14751	0.000	4	14751	0.000	4	14751	0.000
19:00 - 19:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
19:30 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 20:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.130			0.142			0.272

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

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We are Waterman, where every project matters

We deliver progressive, sustainability-driven environmental and engineering consultancy services across every sector. We think differently, and we're harnessing our collective expertise to deliver greener, healthier and well-connected communities, networks and built environments.

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