Highways Technical Note

Introduction

1.1 This note has been prepared by Mayer Brown (Ltd) on behalf of Naked Wolfe (HK) Limited to assess the proposed development details, access arrangements and trip generation in relation to the proposed B1(a) office renovation and extension at 27-28 Windmill Street, Camden.

1.2 The application site is located on the north side of Windmill Street, in the area known as Fitzroviá, Camden. It is a five-storey office building including basement, with four floors above ground.

1.3 The proposals comprise the following:

"Erection of a single storey extension and mansard at roof level following demolition of the existing 4th floor, replacement of the front façade, re-instatement of the front lightwell, reconfiguration of the existing entrance and creation of communal roof terrace associated with the existing office building."

1.4 The site is located within the Charlotte Street Conservation Area and is adjacent to the statutorily listed Rising Sun Public House, however the site itself is not listed. Aerial imagery of the site and its boundary is provided in **Figure 1.1** below:

Figure 1.1: Site Location

1.5 Windmill Street hosts a number of café and retail focused buildings, as well as a number of other office spaces. The wider area surrounding Windmill Street is primarily retail focused.

1.6 This note is divided into the following sections:

- Adjacent Highway and Accessibility
- Development Proposals
- Trip Analysis
- Summary and Conclusions

Adjacent Highway and Accessibility

Adjacent Highway

1.7 Windmill Street in proximity of the site connects the rear of the Met Building with the A400 Tottenham Court Road. Double yellow lines are present along the entirety of the north side of Windmill Street, whereas the south side has sections that are double yellow or single yellow.

1.8 To the west of the Met Building, bollards prevent direct vehicular access onto the western portion of Windmill Street. Road markings clearly delineate that this is an emergency access only and must be kept clear.

1.9 The A400 connects Fitzrovia with Charing Cross and Leicester Square in the south, and Camden Town and high street in the north. In the vicinity of Windmill Street, the A400 is subject to a 20mph speed limit and is a no waiting zone Monday to Saturday, 8:30am to 6:30pm. The same restrictions are present along Charlotte Street to the west of the site.

1.10 Whitfield Street (to the west of Windmill Street) and Percy Street (to the south of Windmill Street) are subject to a CPZ ensuring permit holder parking between 8:30am-6:30pm Monday to Saturday.

PTAL Rating

1.11 Transport for London (TfL) publish borough wide PTAL mapping for reference by Local Planning Authorities and developers to aid strategic planning. This model utilises an accessibility range between 1a (low) and 6b (high), which is calculated from a formula based on the number of bus stops and railway stations ("points of interest") located within pre-defined walking thresholds. For bus stops, this threshold lies 640m from the site (an eight-minute walk, assuming a comfortable 80m/min walking pace), and 960m (twelve-minute walk) for rail stations.

1.12 The site lies within PTAL rating 6b – "high" accessibility, as demonstrated in Figure 1.2. Future residents will therefore have access to a considerable number of sustainable transport options.

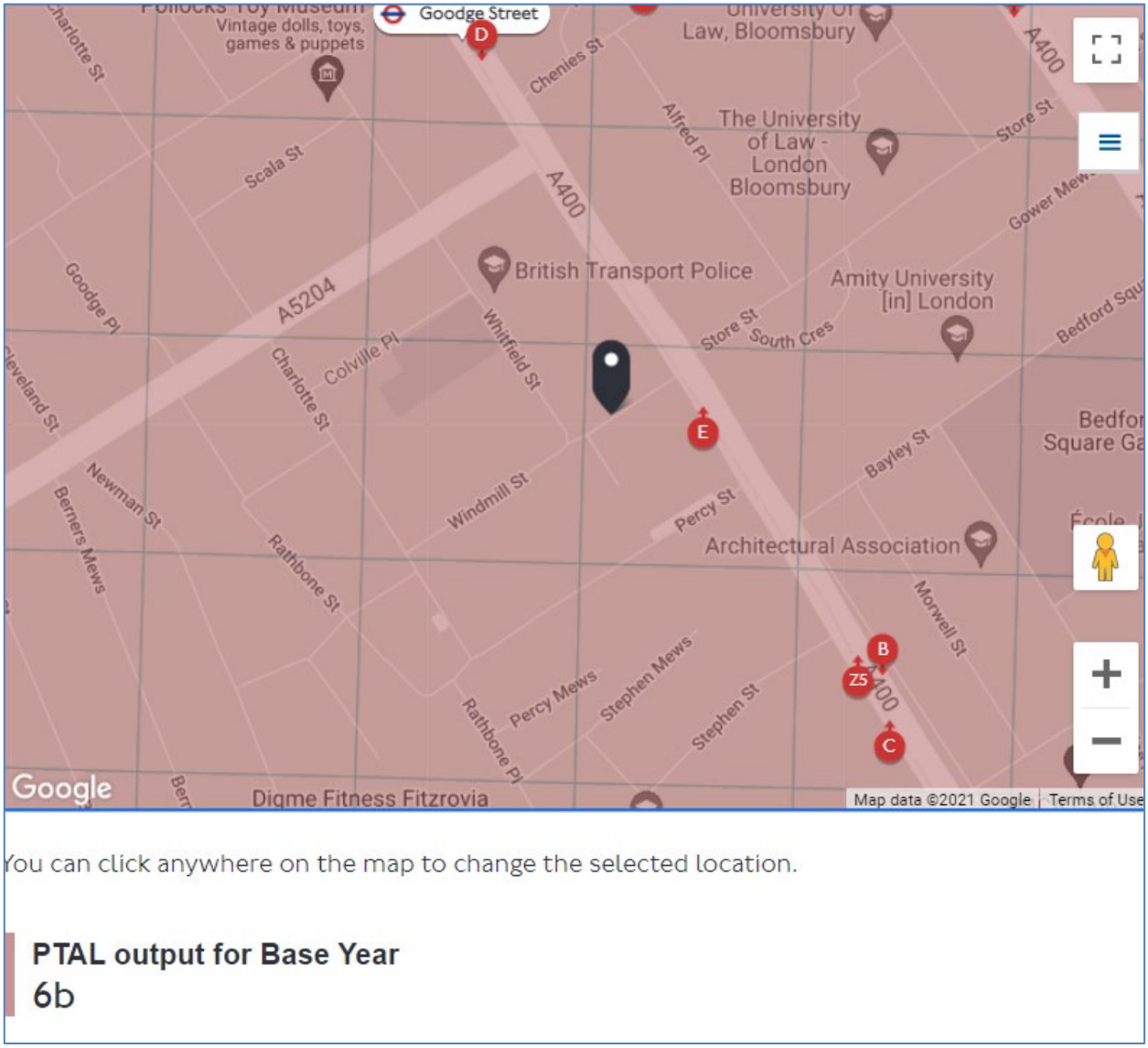

Figure 1.2: PTAL Rating

Pedestrian/Cycle Accessibility

1.13 Pedestrian footways are provided on both sides of Windmill Street and are well maintained. Tottenham Court Road features a large number of shops and amenities and has wide footways on either side.

1.14 Windmill Street in proximity to the site features 12 Sheffield stands for storing bikes. Windmill Street becomes Whitfield Street to the west of the site, which has a dedicated dockless bike space as well as an on-road cycle route.

1.15 Store Street, directly opposite Windmill Street, has a docking station for 28 Santander Cycles and also features on-road cycle route markings.

1.16 **Figure 1.3** is an extract from TFL's Cycle Map, indicating the close proximity of the proposed development to cycle route C6, which links Camden to Central London.

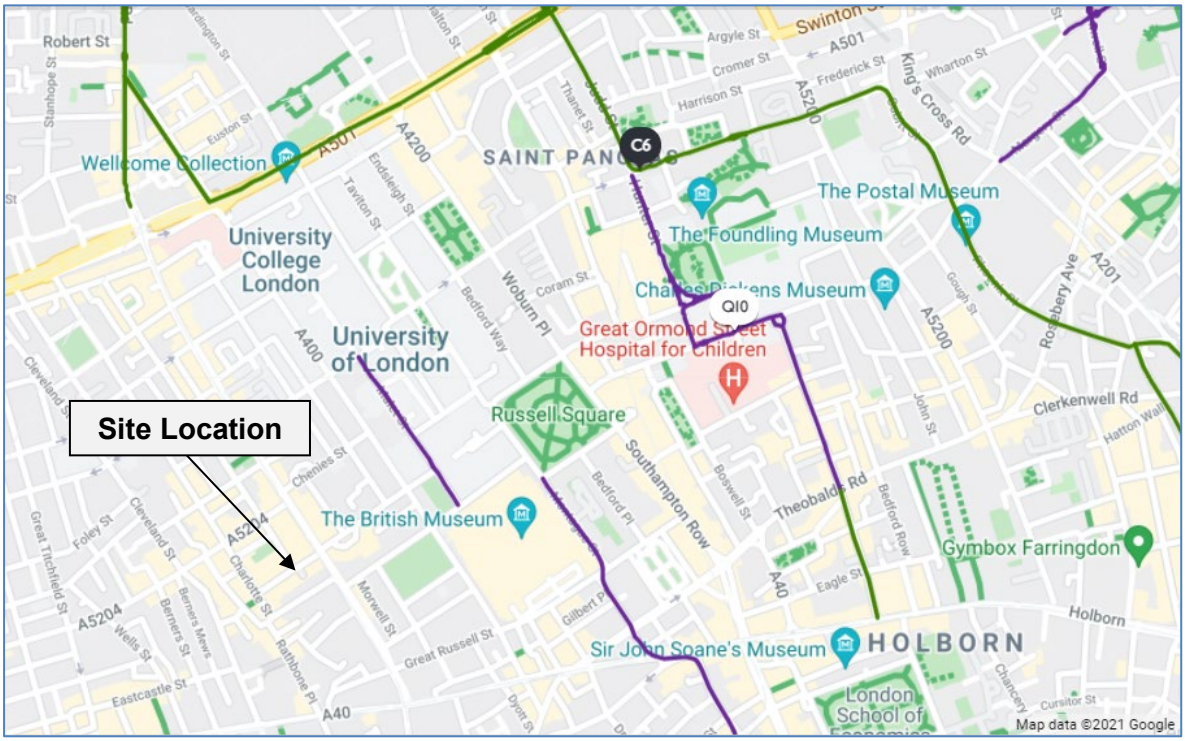

Figure 1.3: Cycle Routes in Proximity to the Site

1.17 Therefore, it is reasonable to assume that the Windmill Street and the surrounding area is very accessible for use by cyclists.

Bus Accessibility

1.18 A number of bus stops are in close proximity to the site, located on Tottenham Court Road. **Tables 1.1** and **1.2** below summarise the nearest bus stops and services to the site.

Stop Name	Distance from Site Entrance	Walking Time	Service
Stephen Street (Stop B)	195m	2.4 mins	24, 29, 73, 390, N5, N20, N29, N73, N279
Goodge Street Station (Stop D)	216m	2.7 mins	24, 29, 73, 390, N5, N20, N29, N73, N253, N279
Goodge Street Station (Stop A)	291m	3.6 mins	24, 29, 73, 390, N5, N20, N29, N73, N253, N279

Table 1.1 Bus Stops Accessible Within Walking Distance of the Site

Service	Route	Weekday Peak Frequency	Weekend Peak Frequency	
			Saturday	Sunday
24	Grosvenor Road – Victoria Station - Royal Free Hospital	6 per hour	6 per hour	5 per hour
29	Lordship Lane – Trafalgar Square / Charing Cross Stn	10 per hour	10 per hour	10 per hour
73	Holles Street – Kings Cross Station - Stoke Newington Common	10 per hour	10 per hour	8 per hour
390	Archway Station – Victoria Bus Station	10 per hour	10 per hour	6 per hour
N5	Edgware Bus Station – Whitehall / Trafalgar Square	3 per hour	Fri + Sat night: 2 per hour	3 per hour
N20	Barnet Hospital – Whitehall / Trafalgar Square	2 per hour	2 per hour	2 per hour
N29	Little Park Gardens – Trafalgar Square / Charing Cross Stn	6 per hour	6 per hour	6 per hour
N73	Holles Street – Walthamstow Bus Station	2 per hour	2 per hour	2 per hour
N253	Aldgate Bus Station – St Giles High Street	2 per hour	2 per hour	2 per hour
N279	Waltham Cross Bus Station – Trafalgar Square / Charing Cross Stn	3 per hour	3 per hour	3 per hour

Table 1.2: Bus Services Accessible Within Walking Distance of the Site

1.19 **Tables 1.1 and 1.2** indicate that four London Bus Services and six frequent night services are accessible from the site.

Rail Accessibility

1.20 Assuming a comfortable walking speed of 80m/minute, the application site benefits from being located around a 2.5-minute walk (205m north) away from Goodge Street underground station, which provides access to the Northern Line.

1.21 Services run northbound to Edgware via Charing Cross approximately every six minutes and High Barnet every Charing Cross every three minutes. Southbound, services run to Kennington via Charing Cross approximately every three minutes.

1.22 The site also lies approximately 715m away from Warren Street Station which provides access to the Victoria Line, and 920m away from Euston Square, which provides access to the Circle, Hammersmith & City and Metropolitan lines.

1.23 1,300m away from the site lies Euston Station, which serves the Northern and Victoria underground lines, as well as the London Overground, Avanti West Coast, London Northwestern Railway and Caledonian Sleeper lines. Euston Station has cycle storage provision for 415 bicycles in a variety of locations.

1.24 It is evident that the site is readily accessible by rail, with multiple stations providing frequent and convenient access between the site and Greater London, as well as the wider UK rail network.

Development Description

1.25 The proposals comprise extending the roof to property 27-28 in order to create a full hight fourth floor and adding an additional fifth floor level and roof extension to provide 139.1sqm of new office space. As part of these works, the other existing floors will also be renovated, the entrance will be reconfigured, and the front lightwell will be reinstalled.

1.26 The difference in GIA for each floor is presented in **Table 1.3** below:

Floor	Existing Survey GIA (Sqm)	Proposed GIA (Sqm)
Basement	154.2	154.2
Ground Floor	146.6	146.0
First Floor	141.4	140.5
Second Floor	141.9	141.3
Third Floor	129.7	135.0
Fourth Floor	65.5	114.3
Fifth Floor	-	80.8
Roof	-	6.3
Total	**779.3**	**918.4**

Table 1.3: Proposed GIA Difference

1.27 The proposed floor plans are illustrated in **Appendix A** of this report.

1.28 Windmill Street is located within the London Borough of Camden and thus falls under the remit of the Camden Local Plan (2017) and The London Plan (2021).

1.29 The development is proposed to be car free, aligning with Camden Local Plan Policy T2, which sets out that the council will limit the availability of parking and require all new developments to be car-free.

Site Access Arrangements

1.30 As the development is proposed to be car-free, a vehicle access will not be provided.

1.31 It is proposed that upon occupation of the building, each tenant will provide their own refuse store in an appropriate location. The existing refuse strategy will be maintained, whereby the refuse is taken out to kerbside on collection day, ready to be serviced directly from Windmill Street.

1.32 The entrance to the building will be designed in a way that is accessible to all, including disabled access.

Vehicle Parking

1.33 Policy T2 of the Camden Local plan reads as such:

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

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

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

1.34 The proposed development is intended to be car-free, meeting the Council's requirements.

Cycle Parking

1.35 Policy T1 of the Camden Local Plan (Prioritising Walking, Cycling and Public Transport) sets out that the Council will seek to ensure that development *"h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport."*

1.36 The London Plan referenced above has since been superseded, and thus minimum cycle parking standards are set out in Table 10.2 of the updated version.

1.37 For use class B1 in areas with high cycle parking standards, 1 long-stay space is required per 75sqm and 1 short-stay space per 500sqm. Therefore two long-stay spaces and one short stay would be required for the proposals.

1.38 It is proposed that a bike store will be located on the basement floor of the building, the same as the existing arrangement. This will provide long-stay storage for two cycles and will be accessible via a short stair case. There are a significant number of Sheffield stands located along Windmill Street that are considered appropriate for visitor use.

Front Lightwell

1.39 The proposals seek to reinstall a historic lightwell at the front of the building and as a result, the footway in front of the proposed site will be reduced to an unobstructed width of 2,014mm. This provision is greater than the adjacent buildings of 30 & 31 Windmill Street and 46 Tottenham Court Road which both feature existing external features at ground level that reduce the footway to 1,650mm and 1,770mm.

1.40 Transport for London published the fourth edition of their Streetscape Guidance document in 2019, which sets a standard for London's streets and spaces by applying best practice design principles. Page 209 outlines the 'Footway clear zone design standards', setting out that the *minimum acceptable* unobstructed width should be 1,500mm wide and the *preferred minimum* is 2,000mm. However, an unobstructed width of 1,000m is stated as an *absolute minimum*, provided this was not continued for more than a length of 6m. The proposed lightwell will leave a remaining unobstructed footway width of 2,014mm, well in excess of the absolute minimum and minimum acceptable thresholds, and just exceeding the preferred minimum. Therefore, the proposals are fully in line with TfL guidance on footway clear zones.

1.41 Additionally, this position is corroborated by the Governments Inclusive Mobility Document (published in 2005), which sets out in paragraph 3.1 that *"a clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances"*. The proposals are therefore also wholly in line with Government Inclusive Mobility principles.

1.42 Furthermore, it should be noted that Windmill Street in this location is very lightly trafficked due to the fact it is not a through route, except for emergency vehicle access. This type of environment therefore lends itself as favourable for pedestrians to utilise the carriageway to travel in. Pedestrians will also have full use of the southern footway, which is in excess of 2000mm.

Trip Analysis

1.43 The site is currently used for 779.3sqm of B1 office use, and the proposals comprise an extension of 139.1sqm so that the building total will be 918.4sqm.

1.44 A comparison is therefore provided in this section between the existing trip generation and the proposed trip generation of the site.

1.45 The TRICS database is a well-recognised method of establishing the traffic attraction of various land uses. The following projections are based on models derived from this database.

Existing Trip Generation

1.46 The TRICS category '02/A – Employment/Office' was selected for the assessment. As the site is located in Camden, only surveys from the Greater London region were chosen. The site is also located in a PTAL 6b area, so surveys with a PTAL rating of 6a and 6b have been selected to reflect the highly accessible nature of the site.

1.47 None of the sites selected have any employee parking available, reflecting the car free nature of the proposed site.

1.48 The raw TRICS data used is appended to this Transport Statement in **Appendix B**, whilst a summary of the potential weekday multimodal trip generation associated with the existing office use is provided in **Table 1.4** below:

Mode	Trips		
	Arrivals	Departures	Total
Weekday AM peak 08:00 - 09:00			
Vehicles	1	0	1
Cyclists	2	0	2
Pedestrians	3	2	5
Public Transport Users	18	0	18
Total People	24	2	26
OGVs	0	0	0
Taxis	0	0	0
Weekday PM peak 17:00 - 18:00			
Vehicles	0	1	1
Cyclists	0	2	2
Pedestrians	1	2	3
Public Transport Users	1	17	18
Total People	2	21	23
OGVs	0	0	0
Taxis	0	0	0

Table 1.4: Existing Trip Generation, 779.3sqm B1 Office

Proposed Trips

1.49 Using the same Trip Rates as set out above, Table 1.5 below sets out the likely multimodal trip generation for 918.4sqm office use:

Mode	Trips		
	Arrivals	Departures	Total
Weekday AM peak 08:00 - 09:00			
Vehicles	1	0	1
Cyclists	2	0	2
Pedestrians	4	2	6
Public Transport Users	21	0	21
Total People	28	3	31
OGVs	0	0	0
Taxis	0	0	0
Weekday PM peak 17:00 - 18:00			
Vehicles	0	1	1
Cyclists	0	2	2
Pedestrians	1	3	4
Public Transport Users	1	20	21
Total People	2	25	27
OGVs	0	0	0
Taxis	0	0	0

Table 1.5: Proposed Trip Generation, 918.4sqm B1 Office

Net Change

1.50 To determine the net trip generation of the proposed development, the existing trip generation has been subtracted from the proposed trips. The resulting trips are presented in **Table 1.6** below:

Mode	Trips		
	Arrivals	Departures	Total
Weekday AM peak 08:00 - 09:00			
Vehicles	0	0	0
Cyclists	0	0	0
Pedestrians	+1	0	+1
Public Transport Users	+3	0	+3
Total People	+4	+1	+5
OGVs	0	0	0
Taxis	0	0	0
Weekday PM peak 17:00 - 18:00			
Vehicles	0	0	0
Cyclists	0	0	0
Pedestrians	0	+1	+1
Public Transport Users	0	+3	+3
Total People	0	+4	+4
OGVs	0	0	0
Taxis	0	0	0

Table 1.6: Net Change in Trips

1.51 As shown in **Table 1.6**, the proposed development could potentially result in an increase of one pedestrian and four public transport trips in the morning peak hour and one pedestrian and three public transport trips in the evening peak hour. It is considered that this low increase in public transport passengers can be accommodated on the existing local bus and rail network.

1.52 Additionally, as the proposed development will be car-free, it is considered that there will likely be no impact on the operation of the local highway network.

Summary and Conclusions

1.53 This note has been prepared by Mayer Brown (Ltd) on behalf of Naked Wolfe (HK) Limited to assess the proposed development details, access arrangements and trip generation in relation to the proposed B1(a) office renovation and extension at 27-28 Windmill Street, Camden.

1.54 The site is located in a PTAL 6b zone, indicating that it is highly accessible by sustainable transport modes. The site will also provide a long-stay cycle store at the basement level, which supplements existing cycle parking facilities on Windmill Street, Whitefield Street and Store Street, in close proximity to the proposed development.

1.55 The proposals comprise a car-free development and thus traffic attraction is expected to be extremely low. A small increase in pedestrian and public transport trips are expected in the AM and PM peak hours, however it is considered that these can be easily accommodated on the existing bus and rail network.

1.56 It is therefore concluded that the proposed redevelopment of the offices at 27-28 Windmill Street is feasible from a highway and transportation perspective.

Author: Rebecca Kingston

Date: 24th September 2021

APPENDIX A: Floor Plans

Key Site Plan 1:1000

Key:

Existing structure / earth

Proposed structure

Assumed face of existing boundary/party wall

General Notes:

Structural beam and column positions from November 1998 construction issue drawings and are subject to post strip-out survey.

Proposed Notes:

01	E (Office) Entrance Lobby
02	Waste holding area (Refer to the Design & Access Statement for further information)
03	Bicycle Store (Refer to the Design & Access Statement for further information)
04	Accessible WC (Refer to the Design & Access Statement for further information)
05	Front Pavement Lightwell (Refer to the Design & Access Statement for further information)
06	Metal Balustrade
07	Metal Frame Windows
08	Metal Frame Glazed Doors
09	Brick Facade (Refer to the Design & Access Statement for further information)
10	Fixed rooflight
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18	Glass Ballustrade
19	Lift Overrun
20	Metal Clad External Risers
21	Party Wall/Boundary wall extended to match existing London stock brick
22	Automatically opening ventilation and access hatch
23	Existing Chimney Extending in Brick to Match Existing

Rev		
-	09.2021	Issued for Planning

PLANNING

Project No. 20097

Client: Naked Wolfe (HK) Limited

Date: September 2021

Scale: 1:200 @ A3 / 1:100 @ A1

Project: 27-28 Windmill Street, W1T 2JJ

Drawing Title: Proposed Basement Floor Plan

Drawing No. P1999 | Rev. -

Drawn	Approved	Signed
CT	CL	AA

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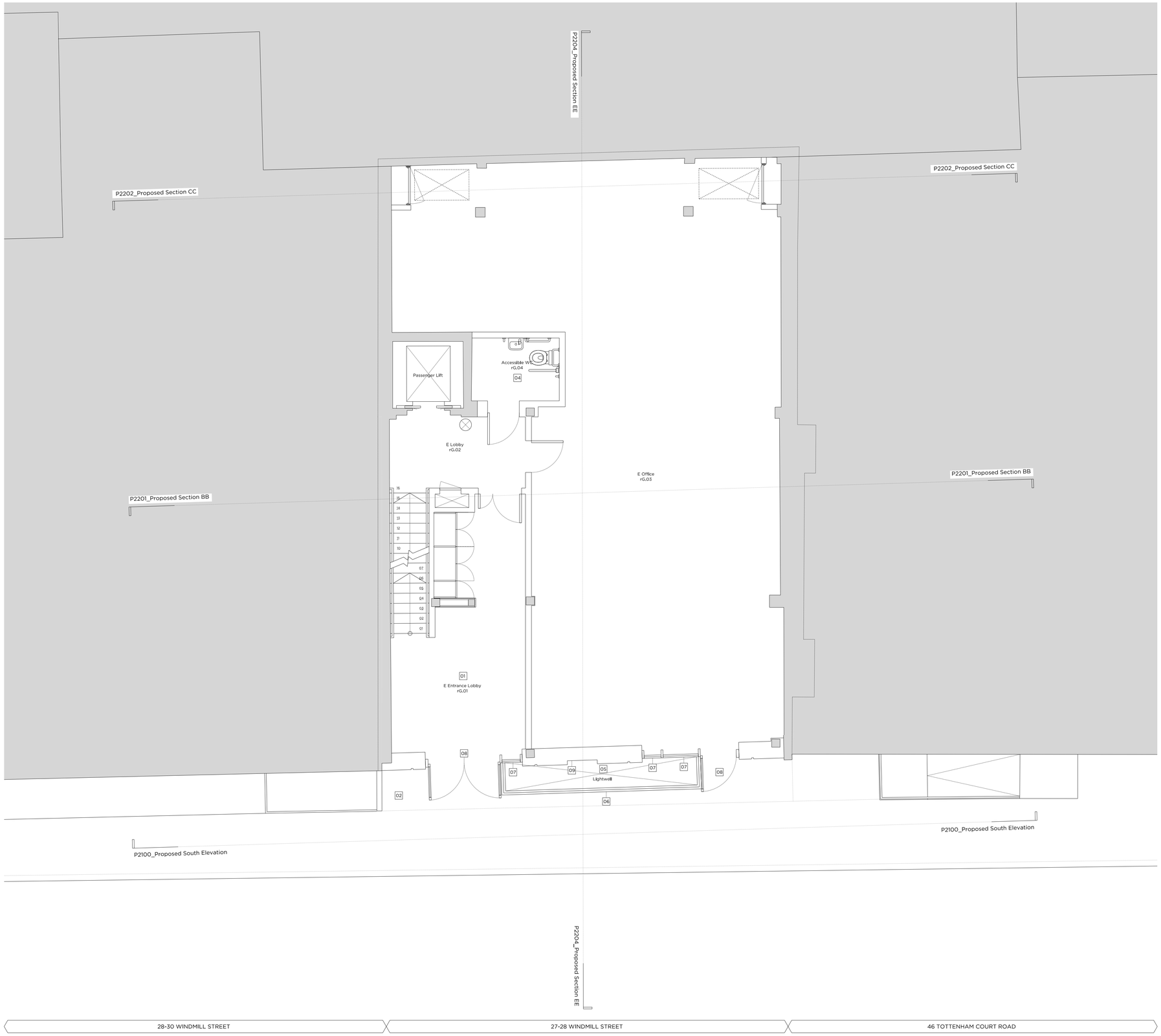
N

0 1m 2m 4m 6m 8m 10m



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Rev -	09.2021	Issued for Planning

PLANNING

Project No. 20097

Client: Naked Wolfe (HK) Limited

Date: September 2021

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

Project: 27-28 Windmill Street, W1T 2JJ

Drawing Title: Proposed Ground Floor Plan

Drawing No. P2000 | Rev. -

Drawn	Approved	Signed
CT	CL	AA

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N

0 0.5m 1m 2m 3m 4m 5m

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-	09.2021	Issued for Planning

PLANNING

Project No.
20097

Client
Naked Wolfe (HK) Limited

Date
September 2021

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

Project
27-28 Windmill Street, W1T 2JJ

Drawing Title:
Proposed First Floor Plan

Drawing No.
P2001

Rev.
-

Drawn	Approved	Signed
CT	CL	AA

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Rev		
-	09.2021	Issued for Planning

PLANNING

Project No.
20097

Client
Naked Wolfe (HK) Limited

Date
September 2021

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

Project
27-28 Windmill Street, W1T 2JJ

Drawing Title:
Proposed Second Floor Plan

Drawing No.
P2002

Rev.
-

Drawn	Approved	Signed
CT	CL	AA

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N

0 0.5m 1m 2m 3m 4m 5m

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PLANNING

Project No.
20097

Client
Naked Wolfe (HK) Limited

Date
September 2021

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

Project
27-28 Windmill Street, W1T 2JJ

Drawing Title:
Proposed Third Floor Plan

Drawing No.	Rev.
P2003	-

Drawn	Approved	Signed
CT	CL	AA

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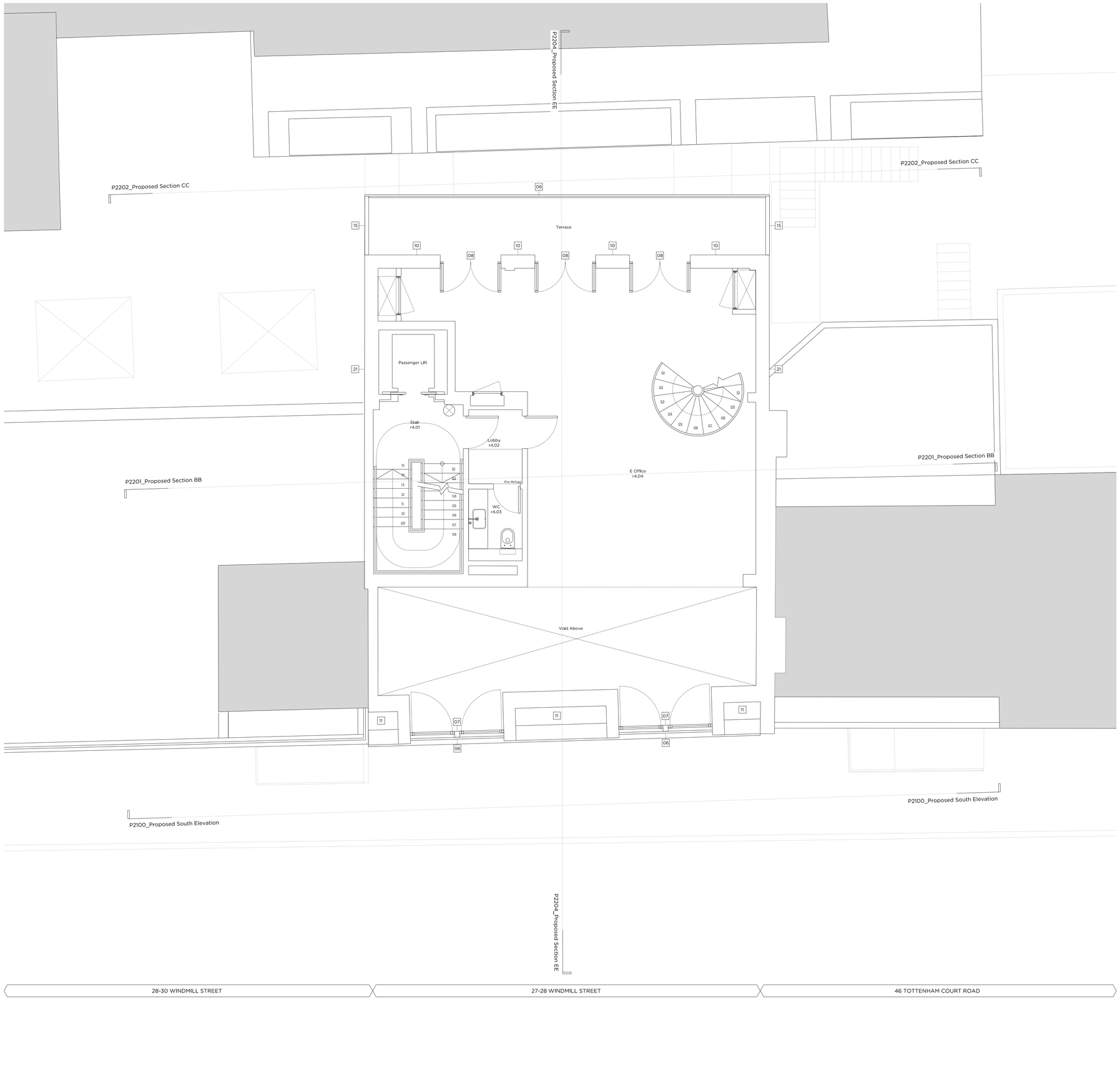

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04	Accessible WC (Refer to the Design & Access Statement for further information)
05	Front Pavement Lightwell (Refer to the Design & Access Statement for further information)
06	Metal Balustrade
07	Metal Frame Windows
08	Metal Frame Glazed Doors
09	Brick Facade (Refer to the Design & Access Statement for further information)
10	Fixed rooflight
11	Slate Tile Mansard Roof
12	Operable Rooflight
13	New Render to Existing Wall
14	Render to Proposed Wall
15	Privacy Screening to terrace (Refer to the Design & Access Statement for further information)
16	Open-top louvred plant enclosure
17	Sliding Roof Box
18	Glass Balustrade
19	Lift Overrun
20	Metal Clad External Risers
21	Party Wall/Boundary wall extended to match existing London stock brick
22	Automatically opening ventilation and access hatch
23	Existing Chimney Extending in Brick to Match Existing

Rev		
-	09.2021	Issued for Planning

PLANNING

Project No. 20097

Client: Naked Wolfe (HK) Limited

Date: September 2021

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

Project: 27-28 Windmill Street, W1T 2JJ

Drawing Title: Proposed Fourth Floor Plan

Drawing No.	Rev.
P2004	-

Drawn	Approved	Signed
CT	CL	AA

Marek Wojciechowski Architects Ltd.

66-68 Margaret Street W1W 8SR T. 020 7580 9336 www.mw-a.co.uk

N

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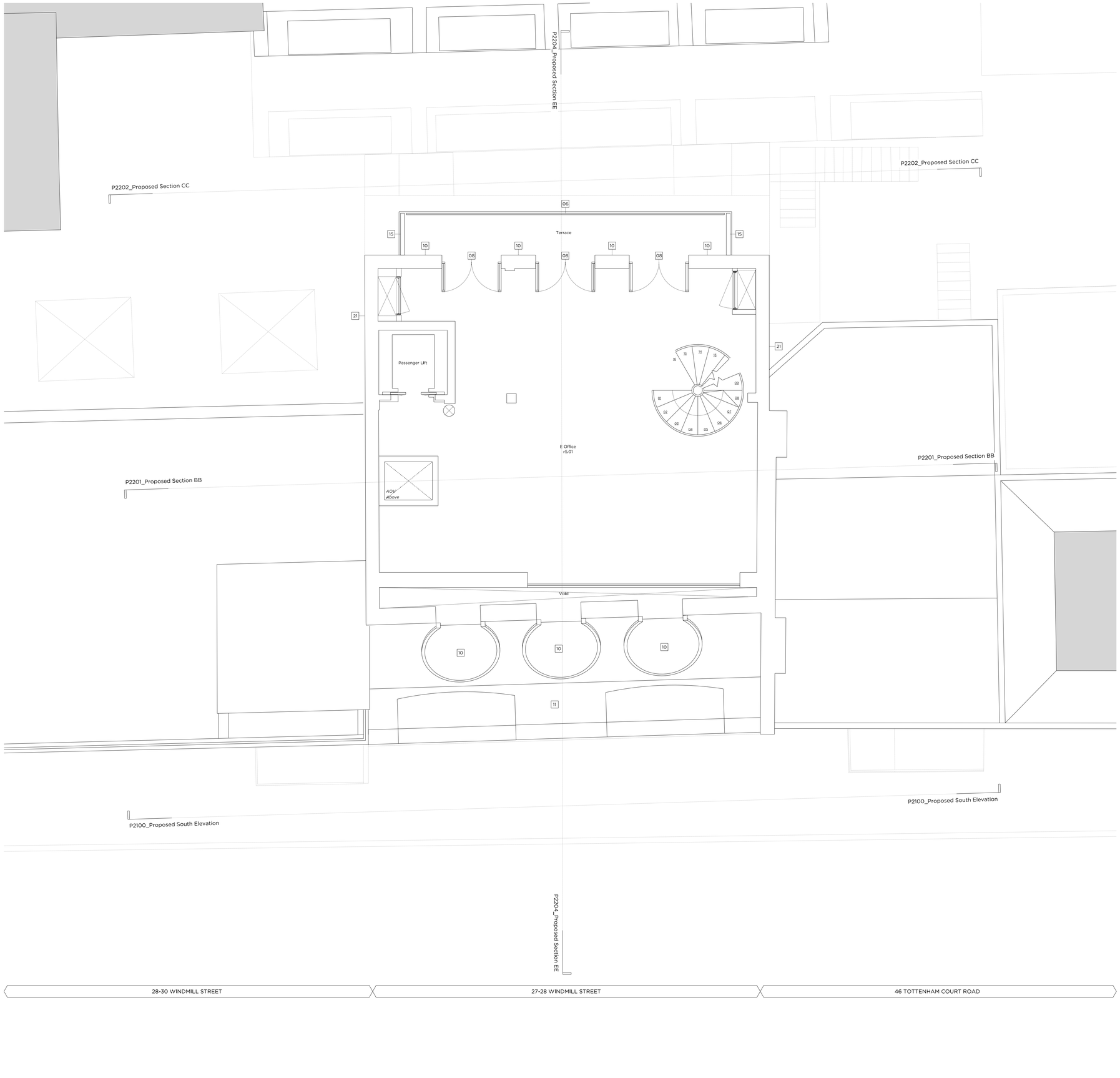

Key Site Plan 1:1000

Key:

Existing structure / earth

Proposed structure

Assumed face of existing boundary/party wall

General Notes:

Structural beam and column positions from November 1998 construction issue drawings and are subject to post strip-out survey.

Proposed Notes:

01	E (Office) Entrance Lobby
02	Waste holding area (Refer to the Design & Access Statement for further information)
03	Bicycle Store (Refer to the Design & Access Statement for further information)
04	Accessible WC (Refer to the Design & Access Statement for further information)
05	Front Pavement Lightwell (Refer to the Design & Access Statement for further information)
06	Metal Balustrade
07	Metal Frame Windows
08	Metal Frame Glazed Doors
09	Brick Facade (Refer to the Design & Access Statement for further information)
10	Fixed rooflight
11	Slate Tile Mansard Roof
12	Operable Rooflight
13	New Render to Existing Wall
14	Render to Proposed Wall
15	Privacy Screening to terrace (Refer to the Design & Access Statement for further information)
16	Open-top louvred plant enclosure
17	Sliding Roof Box
18	Glass Balustrade
19	Lift Overrun
20	Metal Clad External Risers
21	Party Wall/Boundary wall extended to match existing London stock brick
22	Automatically opening ventilation and access hatch
23	Existing Chimney Extending in Brick to Match Existing

Rev		
-	09.2021	Issued for Planning

PLANNING

Project No. 20097

Client: Naked Wolfe (HK) Limited

Date: September 2021

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

Project: 27-28 Windmill Street, W1T 2JJ

Drawing Title: Proposed Fifth Floor Plan

Drawing No. P2005 | Rev. -

Drawn	Approved	Signed
CT	CL	AA

Marek Wojciechowski Architects Ltd.

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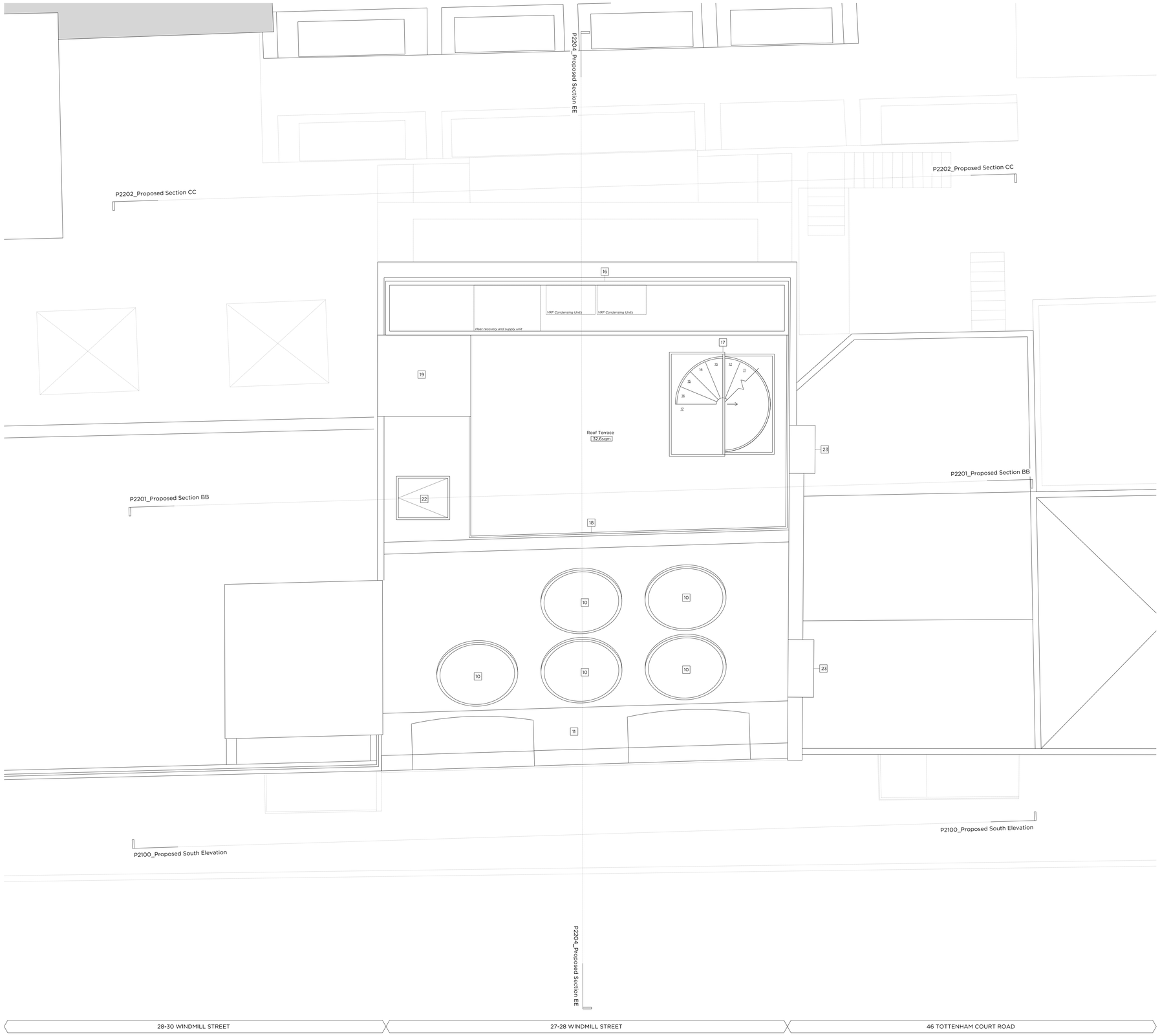

Key Site Plan 1:1000

Key:

Existing structure / earth

Proposed structure

Assumed face of existing boundary/party wall

General Notes:

Structural beam and column positions from November 1998 construction issue drawings and are subject to post strip-out survey.

Proposed Notes:

01	E (Office) Entrance Lobby
02	Waste holding area (Refer to the Design & Access Statement for further information)
03	Bicycle Store (Refer to the Design & Access Statement for further information)
04	Accessible WC (Refer to the Design & Access Statement for further information)
05	Front Pavement Lightwell (Refer to the Design & Access Statement for further information)
06	Metal Balustrade
07	Metal Frame Windows
08	Metal Frame Glazed Doors
09	Brick Facade (Refer to the Design & Access Statement for further information)
10	Fixed rooflight
11	Slate Tile Mansard Roof
12	Operable Rooflight
13	New Render to Existing Wall
14	Render to Proposed Wall
15	Privacy Screening to terrace (Refer to the Design & Access Statement for further information)
16	Open-top louvred plant enclosure
17	Sliding Roof Box
18	Glass Ballustrade
19	Lift Overrun
20	Metal Clad External Risers
21	Party Wall/Boundary wall extended to match existing London stock brick
22	Automatically opening ventilation and access hatch
23	Existing Chimney Extending in Brick to Match Existing

Rev		
-	09.2021	Issued for Planning

PLANNING

Project No. 20097

Client: Naked Wolfe (HK) Limited

Date: September 2021

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

Project: 27-28 Windmill Street, W1T 2JJ

Drawing Title: Proposed Roof Plan

Drawing No.	Rev.
P2006	-

Drawn	Approved	Signed
CT	CL	AA

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APPENDIX B: TRICS Outputs

Calculation Reference: AUDIT-807401-210630-0619

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	CN	CAMDEN	1 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: 408 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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	1 days
Tuesday	1 days
Wednesday	1 days
Friday	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	4

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:

Commercial Zone	1
Built-Up Zone	2
High Street	1

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:

Not Known	4 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

50,001 to 100,000	3 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	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	1 days
No	3 days

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

PTAL Rating:

6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	CI-02-A-02	OFFICES	CITY OF LONDON
	GRACECHURCH STREET		
	CITY OF LONDON		
	MONUMENT		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	9803 sqm	
	Survey date: FRIDAY	*29/11/13*	*Survey Type: MANUAL*
2	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*
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-02	MUSIC COMPANY	LAMBETH
	STREATHAM HIGH ROAD		
	STREATHAM		
	Town Centre		
	High Street		
	Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	*05/11/19*	*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 02 - EMPLOYMENT/A - OFFICE
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									
07:00 - 08:00	4	9727	0.028	4	9727	0.015	4	9727	0.043
08:00 - 09:00	4	9727	0.123	4	9727	0.023	4	9727	0.146
09:00 - 10:00	4	9727	0.059	4	9727	0.015	4	9727	0.074
10:00 - 11:00	4	9727	0.033	4	9727	0.031	4	9727	0.064
11:00 - 12:00	4	9727	0.051	4	9727	0.036	4	9727	0.087
12:00 - 13:00	4	9727	0.033	4	9727	0.033	4	9727	0.066
13:00 - 14:00	4	9727	0.018	4	9727	0.010	4	9727	0.028
14:00 - 15:00	4	9727	0.003	4	9727	0.023	4	9727	0.026
15:00 - 16:00	4	9727	0.021	4	9727	0.041	4	9727	0.062
16:00 - 17:00	4	9727	0.010	4	9727	0.039	4	9727	0.049
17:00 - 18:00	4	9727	0.013	4	9727	0.093	4	9727	0.106
18:00 - 19:00	4	9727	0.005	4	9727	0.036	4	9727	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.397			0.395			0.792

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:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	4
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 02 - EMPLOYMENT/A - OFFICE
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									
07:00 - 08:00	4	9727	0.003	4	9727	0.003	4	9727	0.006
08:00 - 09:00	4	9727	0.023	4	9727	0.005	4	9727	0.028
09:00 - 10:00	4	9727	0.015	4	9727	0.003	4	9727	0.018
10:00 - 11:00	4	9727	0.005	4	9727	0.003	4	9727	0.008
11:00 - 12:00	4	9727	0.013	4	9727	0.010	4	9727	0.023
12:00 - 13:00	4	9727	0.003	4	9727	0.005	4	9727	0.008
13:00 - 14:00	4	9727	0.005	4	9727	0.003	4	9727	0.008
14:00 - 15:00	4	9727	0.003	4	9727	0.005	4	9727	0.008
15:00 - 16:00	4	9727	0.005	4	9727	0.015	4	9727	0.020
16:00 - 17:00	4	9727	0.003	4	9727	0.013	4	9727	0.016
17:00 - 18:00	4	9727	0.008	4	9727	0.021	4	9727	0.029
18:00 - 19:00	4	9727	0.003	4	9727	0.003	4	9727	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.089			0.178

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 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									
07:00 - 08:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
08:00 - 09:00	4	9727	0.005	4	9727	0.005	4	9727	0.010
09:00 - 10:00	4	9727	0.010	4	9727	0.005	4	9727	0.015
10:00 - 11:00	4	9727	0.003	4	9727	0.003	4	9727	0.006
11:00 - 12:00	4	9727	0.000	4	9727	0.005	4	9727	0.005
12:00 - 13:00	4	9727	0.003	4	9727	0.003	4	9727	0.006
13:00 - 14:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
14:00 - 15:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
15:00 - 16:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
16:00 - 17:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
17:00 - 18:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
18:00 - 19:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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 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									
07:00 - 08:00	4	9727	0.062	4	9727	0.005	4	9727	0.067
08:00 - 09:00	4	9727	0.226	4	9727	0.000	4	9727	0.226
09:00 - 10:00	4	9727	0.164	4	9727	0.015	4	9727	0.179
10:00 - 11:00	4	9727	0.039	4	9727	0.015	4	9727	0.054
11:00 - 12:00	4	9727	0.026	4	9727	0.010	4	9727	0.036
12:00 - 13:00	4	9727	0.018	4	9727	0.036	4	9727	0.054
13:00 - 14:00	4	9727	0.015	4	9727	0.023	4	9727	0.038
14:00 - 15:00	4	9727	0.005	4	9727	0.008	4	9727	0.013
15:00 - 16:00	4	9727	0.008	4	9727	0.026	4	9727	0.034
16:00 - 17:00	4	9727	0.005	4	9727	0.033	4	9727	0.038
17:00 - 18:00	4	9727	0.003	4	9727	0.195	4	9727	0.198
18:00 - 19:00	4	9727	0.000	4	9727	0.193	4	9727	0.193
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.571			0.559			1.130

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 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									
07:00 - 08:00	4	9727	0.028	4	9727	0.015	4	9727	0.043
08:00 - 09:00	4	9727	0.144	4	9727	0.026	4	9727	0.170
09:00 - 10:00	4	9727	0.067	4	9727	0.018	4	9727	0.085
10:00 - 11:00	4	9727	0.044	4	9727	0.036	4	9727	0.080
11:00 - 12:00	4	9727	0.059	4	9727	0.039	4	9727	0.098
12:00 - 13:00	4	9727	0.041	4	9727	0.041	4	9727	0.082
13:00 - 14:00	4	9727	0.031	4	9727	0.018	4	9727	0.049
14:00 - 15:00	4	9727	0.003	4	9727	0.028	4	9727	0.031
15:00 - 16:00	4	9727	0.028	4	9727	0.049	4	9727	0.077
16:00 - 17:00	4	9727	0.018	4	9727	0.049	4	9727	0.067
17:00 - 18:00	4	9727	0.013	4	9727	0.108	4	9727	0.121
18:00 - 19:00	4	9727	0.010	4	9727	0.039	4	9727	0.049
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.486			0.466			0.952

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 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									
07:00 - 08:00	4	9727	0.182	4	9727	0.093	4	9727	0.275
08:00 - 09:00	4	9727	0.416	4	9727	0.224	4	9727	0.640
09:00 - 10:00	4	9727	0.419	4	9727	0.265	4	9727	0.684
10:00 - 11:00	4	9727	0.442	4	9727	0.501	4	9727	0.943
11:00 - 12:00	4	9727	0.339	4	9727	0.334	4	9727	0.673
12:00 - 13:00	4	9727	0.452	4	9727	0.640	4	9727	1.092
13:00 - 14:00	4	9727	0.712	4	9727	0.578	4	9727	1.290
14:00 - 15:00	4	9727	0.303	4	9727	0.167	4	9727	0.470
15:00 - 16:00	4	9727	0.100	4	9727	0.177	4	9727	0.277
16:00 - 17:00	4	9727	0.098	4	9727	0.216	4	9727	0.314
17:00 - 18:00	4	9727	0.077	4	9727	0.298	4	9727	0.375
18:00 - 19:00	4	9727	0.033	4	9727	0.157	4	9727	0.190
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.573			3.650			7.223

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 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									
07:00 - 08:00	4	9727	0.103	4	9727	0.013	4	9727	0.116
08:00 - 09:00	4	9727	0.414	4	9727	0.015	4	9727	0.429
09:00 - 10:00	4	9727	0.352	4	9727	0.036	4	9727	0.388
10:00 - 11:00	4	9727	0.113	4	9727	0.059	4	9727	0.172
11:00 - 12:00	4	9727	0.059	4	9727	0.090	4	9727	0.149
12:00 - 13:00	4	9727	0.098	4	9727	0.152	4	9727	0.250
13:00 - 14:00	4	9727	0.144	4	9727	0.113	4	9727	0.257
14:00 - 15:00	4	9727	0.057	4	9727	0.062	4	9727	0.119
15:00 - 16:00	4	9727	0.041	4	9727	0.100	4	9727	0.141
16:00 - 17:00	4	9727	0.039	4	9727	0.154	4	9727	0.193
17:00 - 18:00	4	9727	0.031	4	9727	0.391	4	9727	0.422
18:00 - 19:00	4	9727	0.000	4	9727	0.200	4	9727	0.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.451			1.385			2.836

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 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									
07:00 - 08:00	4	9727	0.411	4	9727	0.008	4	9727	0.419
08:00 - 09:00	4	9727	1.853	4	9727	0.036	4	9727	1.889
09:00 - 10:00	4	9727	1.421	4	9727	0.093	4	9727	1.514
10:00 - 11:00	4	9727	0.404	4	9727	0.111	4	9727	0.515
11:00 - 12:00	4	9727	0.213	4	9727	0.218	4	9727	0.431
12:00 - 13:00	4	9727	0.185	4	9727	0.406	4	9727	0.591
13:00 - 14:00	4	9727	0.224	4	9727	0.339	4	9727	0.563
14:00 - 15:00	4	9727	0.134	4	9727	0.208	4	9727	0.342
15:00 - 16:00	4	9727	0.103	4	9727	0.386	4	9727	0.489
16:00 - 17:00	4	9727	0.162	4	9727	0.679	4	9727	0.841
17:00 - 18:00	4	9727	0.090	4	9727	1.737	4	9727	1.827
18:00 - 19:00	4	9727	0.039	4	9727	0.856	4	9727	0.895
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.239			5.077			10.316

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH 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									
07:00 - 08:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
08:00 - 09:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
09:00 - 10:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
10:00 - 11:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
11:00 - 12:00	4	9727	0.003	4	9727	0.000	4	9727	0.003
12:00 - 13:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
13:00 - 14:00	4	9727	0.003	4	9727	0.000	4	9727	0.003
14:00 - 15:00	4	9727	0.000	4	9727	0.003	4	9727	0.003
15:00 - 16:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
16:00 - 17:00	4	9727	0.000	4	9727	0.003	4	9727	0.003
17:00 - 18:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
18:00 - 19:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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 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									
07:00 - 08:00	4	9727	0.514	4	9727	0.021	4	9727	0.535
08:00 - 09:00	4	9727	2.267	4	9727	0.051	4	9727	2.318
09:00 - 10:00	4	9727	1.773	4	9727	0.129	4	9727	1.902
10:00 - 11:00	4	9727	0.517	4	9727	0.170	4	9727	0.687
11:00 - 12:00	4	9727	0.275	4	9727	0.308	4	9727	0.583
12:00 - 13:00	4	9727	0.283	4	9727	0.558	4	9727	0.841
13:00 - 14:00	4	9727	0.370	4	9727	0.452	4	9727	0.822
14:00 - 15:00	4	9727	0.190	4	9727	0.272	4	9727	0.462
15:00 - 16:00	4	9727	0.144	4	9727	0.486	4	9727	0.630
16:00 - 17:00	4	9727	0.200	4	9727	0.835	4	9727	1.035
17:00 - 18:00	4	9727	0.121	4	9727	2.128	4	9727	2.249
18:00 - 19:00	4	9727	0.039	4	9727	1.056	4	9727	1.095
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.693			6.466			13.159

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

	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									
07:00 - 08:00	4	9727	0.786	4	9727	0.134	4	9727	0.920
08:00 - 09:00	4	9727	3.053	4	9727	0.301	4	9727	3.354
09:00 - 10:00	4	9727	2.424	4	9727	0.427	4	9727	2.851
10:00 - 11:00	4	9727	1.041	4	9727	0.722	4	9727	1.763
11:00 - 12:00	4	9727	0.699	4	9727	0.691	4	9727	1.390
12:00 - 13:00	4	9727	0.794	4	9727	1.275	4	9727	2.069
13:00 - 14:00	4	9727	1.128	4	9727	1.072	4	9727	2.200
14:00 - 15:00	4	9727	0.501	4	9727	0.475	4	9727	0.976
15:00 - 16:00	4	9727	0.280	4	9727	0.738	4	9727	1.018
16:00 - 17:00	4	9727	0.321	4	9727	1.133	4	9727	1.454
17:00 - 18:00	4	9727	0.213	4	9727	2.729	4	9727	2.942
18:00 - 19:00	4	9727	0.082	4	9727	1.444	4	9727	1.526
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.322			11.141			22.463

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 - 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									
07:00 - 08:00	4	9727	0.015	4	9727	0.008	4	9727	0.023
08:00 - 09:00	4	9727	0.039	4	9727	0.008	4	9727	0.047
09:00 - 10:00	4	9727	0.013	4	9727	0.003	4	9727	0.016
10:00 - 11:00	4	9727	0.010	4	9727	0.010	4	9727	0.020
11:00 - 12:00	4	9727	0.026	4	9727	0.018	4	9727	0.044
12:00 - 13:00	4	9727	0.013	4	9727	0.010	4	9727	0.023
13:00 - 14:00	4	9727	0.003	4	9727	0.003	4	9727	0.006
14:00 - 15:00	4	9727	0.000	4	9727	0.005	4	9727	0.005
15:00 - 16:00	4	9727	0.008	4	9727	0.013	4	9727	0.021
16:00 - 17:00	4	9727	0.000	4	9727	0.008	4	9727	0.008
17:00 - 18:00	4	9727	0.000	4	9727	0.028	4	9727	0.028
18:00 - 19:00	4	9727	0.000	4	9727	0.013	4	9727	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.127			0.127			0.254

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 - 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									
07:00 - 08:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
08:00 - 09:00	4	9727	0.005	4	9727	0.003	4	9727	0.008
09:00 - 10:00	4	9727	0.003	4	9727	0.003	4	9727	0.006
10:00 - 11:00	4	9727	0.003	4	9727	0.005	4	9727	0.008
11:00 - 12:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
12:00 - 13:00	4	9727	0.005	4	9727	0.005	4	9727	0.010
13:00 - 14:00	4	9727	0.003	4	9727	0.000	4	9727	0.003
14:00 - 15:00	4	9727	0.000	4	9727	0.003	4	9727	0.003
15:00 - 16:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
16:00 - 17:00	4	9727	0.003	4	9727	0.000	4	9727	0.003
17:00 - 18:00	4	9727	0.003	4	9727	0.005	4	9727	0.008
18:00 - 19:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.024			0.049

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 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									
07:00 - 08:00	4	9727	0.005	4	9727	0.003	4	9727	0.008
08:00 - 09:00	4	9727	0.015	4	9727	0.000	4	9727	0.015
09:00 - 10:00	4	9727	0.008	4	9727	0.000	4	9727	0.008
10:00 - 11:00	4	9727	0.003	4	9727	0.000	4	9727	0.003
11:00 - 12:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
12:00 - 13:00	4	9727	0.003	4	9727	0.000	4	9727	0.003
13:00 - 14:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
14:00 - 15:00	4	9727	0.000	4	9727	0.005	4	9727	0.005
15:00 - 16:00	4	9727	0.000	4	9727	0.000	4	9727	0.000
16:00 - 17:00	4	9727	0.003	4	9727	0.003	4	9727	0.006
17:00 - 18:00	4	9727	0.003	4	9727	0.013	4	9727	0.016
18:00 - 19:00	4	9727	0.003	4	9727	0.018	4	9727	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.042			0.085

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.*

Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	779	sqm / units

Development Scenario:	Existing	Office
Trip Rate for:	VEHICLES	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.028	4	9727	0.015	4	9727	0.043	0	0
08:00-09:00	4	9727	0.123	4	9727	0.023	4	9727	0.146	1	0
09:00-10:00	4	9727	0.059	4	9727	0.015	4	9727	0.074	0	0
10:00-11:00	4	9727	0.033	4	9727	0.031	4	9727	0.064	0	0
11:00-12:00	4	9727	0.051	4	9727	0.036	4	9727	0.087	0	0
12:00-13:00	4	9727	0.033	4	9727	0.033	4	9727	0.066	0	0
13:00-14:00	4	9727	0.018	4	9727	0.01	4	9727	0.028	0	0
14:00-15:00	4	9727	0.003	4	9727	0.023	4	9727	0.026	0	0
15:00-16:00	4	9727	0.021	4	9727	0.041	4	9727	0.062	0	0
16:00-17:00	4	9727	0.01	4	9727	0.039	4	9727	0.049	0	0
17:00-18:00	4	9727	0.013	4	9727	0.093	4	9727	0.106	0	1
18:00-19:00	4	9727	0.005	4	9727	0.036	4	9727	0.041	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.397			0.395			0.792	3	3

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	779.3	sqm / units

Development Scenario:	Existing	Office
Trip Rate for:	CYCLISTS	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.062	4	9727	0.005	4	9727	0.067	0	0
08:00-09:00	4	9727	0.226	4	9727	0	4	9727	0.226	2	0
09:00-10:00	4	9727	0.164	4	9727	0.015	4	9727	0.179	1	0
10:00-11:00	4	9727	0.039	4	9727	0.015	4	9727	0.054	0	0
11:00-12:00	4	9727	0.026	4	9727	0.01	4	9727	0.036	0	0
12:00-13:00	4	9727	0.018	4	9727	0.036	4	9727	0.054	0	0
13:00-14:00	4	9727	0.015	4	9727	0.023	4	9727	0.038	0	0
14:00-15:00	4	9727	0.005	4	9727	0.008	4	9727	0.013	0	0
15:00-16:00	4	9727	0.008	4	9727	0.026	4	9727	0.034	0	0
16:00-17:00	4	9727	0.005	4	9727	0.033	4	9727	0.038	0	0
17:00-18:00	4	9727	0.003	4	9727	0.195	4	9727	0.198	0	2
18:00-19:00	4	9727	0	4	9727	0.193	4	9727	0.193	0	2
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.571			0.559			1.130	4	4

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	779.3	sqm / units

Development Scenario:	Existing Office
Trip Rate for:	PEDESTRIANS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.182	4	9727	0.093	4	9727	0.275	1	1
08:00-09:00	4	9727	0.416	4	9727	0.224	4	9727	0.64	3	2
09:00-10:00	4	9727	0.419	4	9727	0.265	4	9727	0.684	3	2
10:00-11:00	4	9727	0.442	4	9727	0.501	4	9727	0.943	3	4
11:00-12:00	4	9727	0.339	4	9727	0.334	4	9727	0.673	3	3
12:00-13:00	4	9727	0.452	4	9727	0.64	4	9727	1.092	4	5
13:00-14:00	4	9727	0.712	4	9727	0.578	4	9727	1.29	6	5
14:00-15:00	4	9727	0.303	4	9727	0.167	4	9727	0.47	2	1
15:00-16:00	4	9727	0.1	4	9727	0.177	4	9727	0.277	1	1
16:00-17:00	4	9727	0.098	4	9727	0.216	4	9727	0.314	1	2
17:00-18:00	4	9727	0.077	4	9727	0.298	4	9727	0.375	1	2
18:00-19:00	4	9727	0.033	4	9727	0.157	4	9727	0.19	0	1
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			3.573			3.650			7.223	28	28

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	779.3	sqm / units

Development Scenario:	Existing Office
Trip Rate for:	PUBLIC TRANSPORT USERS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.514	4	9727	0.021	4	9727	0.535	4	0
08:00-09:00	4	9727	2.267	4	9727	0.051	4	9727	2.318	18	0
09:00-10:00	4	9727	1.773	4	9727	0.129	4	9727	1.902	14	1
10:00-11:00	4	9727	0.517	4	9727	0.17	4	9727	0.687	4	1
11:00-12:00	4	9727	0.275	4	9727	0.308	4	9727	0.583	2	2
12:00-13:00	4	9727	0.283	4	9727	0.558	4	9727	0.841	2	4
13:00-14:00	4	9727	0.37	4	9727	0.452	4	9727	0.822	3	4
14:00-15:00	4	9727	0.19	4	9727	0.272	4	9727	0.462	1	2
15:00-16:00	4	9727	0.144	4	9727	0.486	4	9727	0.63	1	4
16:00-17:00	4	9727	0.2	4	9727	0.835	4	9727	1.035	2	7
17:00-18:00	4	9727	0.121	4	9727	2.128	4	9727	2.249	1	17
18:00-19:00	4	9727	0.039	4	9727	1.056	4	9727	1.095	0	8
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			6.693			6.466			13.159	52	50

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	779.3	sqm / units

Development Scenario:	Existing Office
Trip Rate for:	TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.786	4	9727	0.134	4	9727	0.92	6	1
08:00-09:00	4	9727	3.053	4	9727	0.301	4	9727	3.354	24	2
09:00-10:00	4	9727	2.424	4	9727	0.427	4	9727	2.851	19	3
10:00-11:00	4	9727	1.041	4	9727	0.722	4	9727	1.763	8	6
11:00-12:00	4	9727	0.699	4	9727	0.691	4	9727	1.39	5	5
12:00-13:00	4	9727	0.794	4	9727	1.275	4	9727	2.069	6	10
13:00-14:00	4	9727	1.128	4	9727	1.072	4	9727	2.2	9	8
14:00-15:00	4	9727	0.501	4	9727	0.475	4	9727	0.976	4	4
15:00-16:00	4	9727	0.28	4	9727	0.738	4	9727	1.018	2	6
16:00-17:00	4	9727	0.321	4	9727	1.133	4	9727	1.454	3	9
17:00-18:00	4	9727	0.213	4	9727	2.729	4	9727	2.942	2	21
18:00-19:00	4	9727	0.082	4	9727	1.444	4	9727	1.526	1	11
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			11.322			11.141			22.463	88	87

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	779.3	sqm / units

Development Scenario:	Existing Office
Trip Rate for:	OGVs

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0	4	9727	0	4	9727	0	0	0
08:00-09:00	4	9727	0.005	4	9727	0.005	4	9727	0.01	0	0
09:00-10:00	4	9727	0.01	4	9727	0.005	4	9727	0.015	0	0
10:00-11:00	4	9727	0.003	4	9727	0.003	4	9727	0.006	0	0
11:00-12:00	4	9727	0	4	9727	0.005	4	9727	0.005	0	0
12:00-13:00	4	9727	0.003	4	9727	0.003	4	9727	0.006	0	0
13:00-14:00	4	9727	0	4	9727	0	4	9727	0	0	0
14:00-15:00	4	9727	0	4	9727	0	4	9727	0	0	0
15:00-16:00	4	9727	0	4	9727	0	4	9727	0	0	0
16:00-17:00	4	9727	0	4	9727	0	4	9727	0	0	0
17:00-18:00	4	9727	0	4	9727	0	4	9727	0	0	0
18:00-19:00	4	9727	0	4	9727	0	4	9727	0	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.021			0.021			0.042	0	0

0			
Site Name:	27-28 Windmill Street		
Calculation Factor:	100	sqm / units	
GFA / # of dwellings	779.3	sqm / units	

Development Scenario:	Existing	Office
Trip Rate for:	Taxis	

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.003	4	9727	0.003	4	9727	0.006	0	0
08:00-09:00	4	9727	0.023	4	9727	0.005	4	9727	0.028	0	0
09:00-10:00	4	9727	0.015	4	9727	0.003	4	9727	0.018	0	0
10:00-11:00	4	9727	0.005	4	9727	0.003	4	9727	0.008	0	0
11:00-12:00	4	9727	0.013	4	9727	0.01	4	9727	0.023	0	0
12:00-13:00	4	9727	0.003	4	9727	0.005	4	9727	0.008	0	0
13:00-14:00	4	9727	0.005	4	9727	0.003	4	9727	0.008	0	0
14:00-15:00	4	9727	0.003	4	9727	0.005	4	9727	0.008	0	0
15:00-16:00	4	9727	0.005	4	9727	0.015	4	9727	0.02	0	0
16:00-17:00	4	9727	0.003	4	9727	0.013	4	9727	0.016	0	0
17:00-18:00	4	9727	0.008	4	9727	0.021	4	9727	0.029	0	0
18:00-19:00	4	9727	0.003	4	9727	0.003	4	9727	0.006	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.089			0.089			0.178	1	1

Site Name:	27-28 Windmill Street		
Calculation Factor:	100	sqm / units	
GFA / # of dwellings	918	sqm / units	

Development Scenario:	Proposed	Office
Trip Rate for:	VEHICLES	

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.028	4	9727	0.015	4	9727	0.043	0	0
08:00-09:00	4	9727	0.123	4	9727	0.023	4	9727	0.146	1	0
09:00-10:00	4	9727	0.059	4	9727	0.015	4	9727	0.074	1	0
10:00-11:00	4	9727	0.033	4	9727	0.031	4	9727	0.064	0	0
11:00-12:00	4	9727	0.051	4	9727	0.036	4	9727	0.087	0	0
12:00-13:00	4	9727	0.033	4	9727	0.033	4	9727	0.066	0	0
13:00-14:00	4	9727	0.018	4	9727	0.01	4	9727	0.028	0	0
14:00-15:00	4	9727	0.003	4	9727	0.023	4	9727	0.026	0	0
15:00-16:00	4	9727	0.021	4	9727	0.041	4	9727	0.062	0	0
16:00-17:00	4	9727	0.01	4	9727	0.039	4	9727	0.049	0	0
17:00-18:00	4	9727	0.013	4	9727	0.093	4	9727	0.106	0	1
18:00-19:00	4	9727	0.005	4	9727	0.036	4	9727	0.041	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.397			0.395			0.792	4	4

0			
Site Name:	27-28 Windmill Street		
Calculation Factor:	100	sqm / units	
GFA / # of dwellings	918	sqm / units	

Development Scenario:	Proposed	Office
Trip Rate for:	CYCLISTS	

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.062	4	9727	0.005	4	9727	0.067	1	0
08:00-09:00	4	9727	0.226	4	9727	0	4	9727	0.226	2	0
09:00-10:00	4	9727	0.164	4	9727	0.015	4	9727	0.179	2	0
10:00-11:00	4	9727	0.039	4	9727	0.015	4	9727	0.054	0	0
11:00-12:00	4	9727	0.026	4	9727	0.01	4	9727	0.036	0	0
12:00-13:00	4	9727	0.018	4	9727	0.036	4	9727	0.054	0	0
13:00-14:00	4	9727	0.015	4	9727	0.023	4	9727	0.038	0	0
14:00-15:00	4	9727	0.005	4	9727	0.008	4	9727	0.013	0	0
15:00-16:00	4	9727	0.008	4	9727	0.026	4	9727	0.034	0	0
16:00-17:00	4	9727	0.005	4	9727	0.033	4	9727	0.038	0	0
17:00-18:00	4	9727	0.003	4	9727	0.195	4	9727	0.198	0	2
18:00-19:00	4	9727	0	4	9727	0.193	4	9727	0.193	0	2
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.571			0.559			1.130	5	5

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	918	sqm / units

Development Scenario:	Proposed Office
Trip Rate for:	PEDESTRIANS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.182	4	9727	0.093	4	9727	0.275	2	1
08:00-09:00	4	9727	0.416	4	9727	0.224	4	9727	0.64	4	2
09:00-10:00	4	9727	0.419	4	9727	0.265	4	9727	0.684	4	2
10:00-11:00	4	9727	0.442	4	9727	0.501	4	9727	0.943	4	5
11:00-12:00	4	9727	0.339	4	9727	0.334	4	9727	0.673	3	3
12:00-13:00	4	9727	0.452	4	9727	0.64	4	9727	1.092	4	6
13:00-14:00	4	9727	0.712	4	9727	0.578	4	9727	1.29	7	5
14:00-15:00	4	9727	0.303	4	9727	0.167	4	9727	0.47	3	2
15:00-16:00	4	9727	0.1	4	9727	0.177	4	9727	0.277	1	2
16:00-17:00	4	9727	0.098	4	9727	0.216	4	9727	0.314	1	2
17:00-18:00	4	9727	0.077	4	9727	0.298	4	9727	0.375	1	3
18:00-19:00	4	9727	0.033	4	9727	0.157	4	9727	0.19	0	1
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			3.573			3.650			7.223	33	34

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	918	sqm / units

Development Scenario:	Proposed Office
Trip Rate for:	PUBLIC TRANSPORT USERS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.514	4	9727	0.021	4	9727	0.535	5	0
08:00-09:00	4	9727	2.267	4	9727	0.051	4	9727	2.318	21	0
09:00-10:00	4	9727	1.773	4	9727	0.129	4	9727	1.902	16	1
10:00-11:00	4	9727	0.517	4	9727	0.17	4	9727	0.687	5	2
11:00-12:00	4	9727	0.275	4	9727	0.308	4	9727	0.583	3	3
12:00-13:00	4	9727	0.283	4	9727	0.558	4	9727	0.841	3	5
13:00-14:00	4	9727	0.37	4	9727	0.452	4	9727	0.822	3	4
14:00-15:00	4	9727	0.19	4	9727	0.272	4	9727	0.462	2	2
15:00-16:00	4	9727	0.144	4	9727	0.486	4	9727	0.63	1	4
16:00-17:00	4	9727	0.2	4	9727	0.835	4	9727	1.035	2	8
17:00-18:00	4	9727	0.121	4	9727	2.128	4	9727	2.249	1	20
18:00-19:00	4	9727	0.039	4	9727	1.056	4	9727	1.095	0	10
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			6.693			6.466			13.159	61	59

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	918	sqm / units

Development Scenario:	Proposed Office
Trip Rate for:	TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	9727	0.786	4	9727	0.134	4	9727	0.92	7	1
08:00-09:00	4	9727	3.053	4	9727	0.301	4	9727	3.354	28	3
09:00-10:00	4	9727	2.424	4	9727	0.427	4	9727	2.851	22	4
10:00-11:00	4	9727	1.041	4	9727	0.722	4	9727	1.763	10	7
11:00-12:00	4	9727	0.699	4	9727	0.691	4	9727	1.39	6	6
12:00-13:00	4	9727	0.794	4	9727	1.275	4	9727	2.069	7	12
13:00-14:00	4	9727	1.128	4	9727	1.072	4	9727	2.2	10	10
14:00-15:00	4	9727	0.501	4	9727	0.475	4	9727	0.976	5	4
15:00-16:00	4	9727	0.28	4	9727	0.738	4	9727	1.018	3	7
16:00-17:00	4	9727	0.321	4	9727	1.133	4	9727	1.454	3	10
17:00-18:00	4	9727	0.213	4	9727	2.729	4	9727	2.942	2	25
18:00-19:00	4	9727	0.082	4	9727	1.444	4	9727	1.526	1	13
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			11.322			11.141			22.463	104	102

0		
Site Name:	27-28 Windmill Street	
Calculation Factor:	100	sqm / units
GFA / # of dwellings	918	sqm / units

Development Scenario:	Proposed Office
Trip Rate for:	OGVs

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.000			0.000			0.000	0	0

0			
Site Name:	27-28 Windmill Street		
Calculation Factor:	100	sqm / units	
GFA / # of dwellings	918	sqm / units	

Development Scenario:	Proposed Office
Trip Rate for:	Taxis

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0	0	0	0	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.000			0.000			0.000	0	0