



J000370-TA02a
October 2023

Upper Brook Street, Masterplan (Williams Motor Co (Holdings) / Alliance UBS Limited)

Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/29 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/ commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works.

Transport Assessment Addendum Report

Planning Ref: 137401/FO/2023

Prepared on behalf of:

PROPERTY ALLIANCE GROUP
MODA LIVING
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CONTENTS

1.0	INTRODUCTION
1.1	Context
1.2	Report Structure
2.0	PREDICTED CHANGE IN DEVELOPMENT RELATED TRAVEL DEMAND RESULTING FROM THE PROPOSED SCHEME AMENDMENTS
2.1	Trip Generation Methodology & June 2023 TA Predicted Travel Demand
2.2	Predicted Trip Generation Associated with the Amended Scheme
2.3	Trip Generation Comparison: June 2023 Application v Proposed Amended Scheme
3.0	IMPLICATIONS OF THE CHANGE IN PREDICTED DEVELOPMENT TRAFFIC DEMAND ON KEY CONCLUSIONS OF THE JULY 2023 ASSESSMENT
4.0	ANTICIPATED CHANGES IN CONSTRUCTION RELATED TRAFFIC EFFECTS
5.0	SUMMARY AND CONCLUSIONS

TABLES (In text)

Table TA2.1	Predicted Vehicle Trip Demand & Demand Accessing Site By Other Modes (Original June 2023 Analysis)
Table TA2.2	Predicted Vehicle Trip Demand & Demand Accessing Site By Other Modes (Amended Scheme)
Table TA2.3	Comparison of Combined Upper Brook Street Development Vehicle Trip Demand & Demand Accessing Site By Other Modes (June 2023 v Amended Scheme)

APPENDICES

Appendix TA1	June 2023 TA Calculation of Multi-Modal Trip Demand (1100 PBSA Beds)
Appendix TA2	Multi-Modal Trip Demand Associated with Proposed Amended PBSA Element (983 student beds)

1.0 INTRODUCTION

1.1 Context

1.1.1 This Transport Assessment (TA) Addendum Report has been prepared to consider the highways and transport effects of the proposed amendments to the June 2023 submitted planning application (MCC App Ref: 137401/FO/2023) relating to land off Upper Brook Street, to deliver a mixed-use regeneration scheme, including Purpose Built Student Accommodation (PBSA) & Life Sciences based employment development, along with ancillary commercial & community uses and on-site landscaping and public open space. The proposed amendments seek to respond to preliminary consultation comments received from the Manchester City Council (MCC), principally with respect to building height and massing of the PBSA element of the scheme.

1.1.2 Full details of the nature of the proposed scheme amendments are set out in the parallel Addendum Planning Statement and Addendum Environmental Statement and can be summarised as below:

- Block A1 reduced in height from GF + 41 storeys to GF + 29 storeys with change to the massing (removal of stepped form).
- Block A1 will now incorporate a mezzanine (included within the ground storey).
- The total quantum of PBSA beds within Blocks A1/A2 is now 763 beds (down by 117), beds within Block A3 remain unchanged. The revised scheme provides 983 student beds across the three proposed PBSA buildings.
- Changes to elements of building cladding and gable end materiality.
- Revisions to supporting elements to reflect the reduction in PBSA bed numbers.

1.1.3 In addition to the above amendments to the PBSA element of the scheme, a minor change is proposed to the north western corner elevation of Life Sciences Building B2. This change will not result in any material change to the proposed floorspace of this building (reduction of just 34sqm (14,045sqm from 14,079sqm)).

1.1.4 All proposed amendments relate to alterations to proposed buildings on site, with the principal highways & transport effect of these changes being a minor reduction in predicted travel development related travel demand, associated with the reduction in total PBSA bed numbers. No changes are proposed to the wider site masterplan layout or the principles of the supporting site access strategy, which remains effectively 'car-free' development, to be supported by a suite of local highway measures including improvements to the Kincardine Road corridor and adjacent local junctions on Upper Brook Street.

1.1.5 As a consequence of the reduction in the proposed number of floors of PBSA Building A1, it is anticipated that the duration of the Phase 1 construction period could potentially reduce by circa three months.

1.2 Report Structure

1.2.1 The structure of the remainder of this TA Addendum is as follows:

- Section 2 sets out the calculated change in predicted development related travel demand between the originally submitted mixed use proposals considered in the June 2023 TA and the current amended scheme (reduction in PBSA beds of circa 10.6%).
- Section 3 provides a commentary as to how the predicted change in development related travel demand impacts on the core conclusions of the highways and transport case presented in the original June 2023 TA.
- Section 4 draws appropriate conclusions.

1.2.2 This TA Addendum report should be read alongside the other additional planning application documents submitted in support of the proposed scheme amendments, including the Addendum Planning Statement & the Addendum Environmental Statement.

2.0 PREDICTED CHANGE IN DEVELOPMENT RELATED TRAVEL DEMAND RESULTING FROM THE PROPOSED SCHEME AMENDMENTS

2.1 Trip Generation Methodology & June 2023 TA Predicted Travel Demand

2.1.1 As noted above, the principal highways and transport effect of the amendments to the application scheme, relates to the proposed minor reduction in PBSA bed numbers across the scheme, as result of changes to the scale and massing of PBSA buildings A1 & A2. These changes will result in a reduction of PBSA bed numbers from the originally proposed 1100 beds to 983 beds and can be expected to result in a corresponding small reduction in overall travel demand to / from the development.

2.1.2 The calculation of anticipated future travel demand associated with the application scheme was presented in chapter 7.0 to the June 2023 TA report. This trip generation exercise was calculated based on multi-modal trip data for representative sites as extracted from the TRICS trip generation database. To ensure an understanding of maximum site trip demand levels, across the range of key travel modes, the estimates were prepared based on a 'person' trip rate approach, using a methodology that has been agreed with key highways and transport stakeholders (MCC highways & TfGM).

2.1.3 The trip rate analysis set out in the June 2023 TA was based on the core person / building occupancy parameters for key application site elements as set out below:

- PBSA Development: 1100 students (based on 1100 beds across the site)
- Life Science Employment: 2,600 employees based at the site.

Additional vehicle traffic & foot based demand associated with ancillary commercial and community uses to be based in flexible ground floor units to the main buildings were also included in the assessment.

- 2.1.4 The June 2023 TA exercise identified the predicted vehicle & other travel mode trip demand levels for the application scheme as summarised in **Table TA2.1** below (see also **Appendix TA1** for full analysis, including multi-modal breakdown).

Table TA2.1: Predicted Vehicle Trip Demand & Demand Accessing Site By Other Modes (Original June 2023 Analysis)

PBSA Related Trip Demand (1100 beds)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	1	1	2	0	2	2	11	14	25
Taxi	0	0	0	1	1	2	13	13	26
OGV	0	0	0	0	0	0	0	0	0
LGV	0	0	0	0	1	1	10	12	22
Total Vehs	1	1	2	1	4	6	34	40	74
<i>By Other Modes</i>	<i>12</i>	<i>106</i>	<i>118</i>	<i>116</i>	<i>65</i>	<i>180</i>	<i>721</i>	<i>835</i>	<i>1555</i>

Life Sciences Employment Trip Demand (2600 persons)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	32	16	47	0	26	26	117	130	247
Taxi	10	8	18	3	8	10	31	36	67
OGV	3	0	3	0	0	0	3	0	3
LGV	0	0	0	0	0	0	16	13	29
Total Vehs	44	23	68	3	34	36	166	179	346
<i>By Other Modes</i>	<i>736</i>	<i>70</i>	<i>806</i>	<i>39</i>	<i>601</i>	<i>640</i>	<i>2379</i>	<i>2330</i>	<i>4709</i>

Ancillary Development Traffic Demand

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
OGV	0	0	0	0	0	0	4	4	8
LGV	1	1	2	1	1	2	11	11	22
Total Vehs	1	1	2	1	1	2	15	15	30
<i>By Other Modes</i>	<i>40</i>	<i>40</i>	<i>80</i>	<i>40</i>	<i>40</i>	<i>80</i>	<i>480</i>	<i>480</i>	<i>960</i>

Total Upper Brook Street Development Vehicle Trip Demand & Demand Accessing Site By Other Modes

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	33	17	49	0	28	28	128	144	272
Taxi	10	8	18	4	9	12	44	49	93
OGV	3	0	3	0	0	0	7	4	11
LGV	1	1	2	1	2	3	37	36	73
Total Vehs	47	26	72	5	39	43	216	233	449
<i>By Other Modes</i>	<i>788</i>	<i>216</i>	<i>1004</i>	<i>195</i>	<i>706</i>	<i>900</i>	<i>3580</i>	<i>3645</i>	<i>7224</i>

2.1.5 Review of this exercise demonstrates that, overall, the June 2023 application scheme was only predicted to generate of the order of just 43 - 72 vehicle movements per hour during AM & PM peak rush hour periods and circa 450 trip movements across the core 12-hour (7am - 7pm) working weekday daytime period. It should be noted that the PBSA element of the scheme was only anticipated to represent a relatively small proportion of this total site traffic demand (circa 16% of total vehicle trips over the core 12-hr period, i.e. 74 PBSA vehicle movements, out of 449 total vehicle trip demand). This reflects the site's highly sustainable location for student resident land use, which allows for practical car free living. i.e. the site is located almost adjacent to the main University campuses and a short walk from a wide range of shops & services. Furthermore, students will be actively discouraged from owning and operating a car, with no on-site parking provided and no opportunity to access local residents parking zones.

2.2 Predicted Trip Generation Associated with the Amended Scheme

2.2.1 As noted above, the amendment to the application scheme proposes the reduction in the PBSA development quantum from 1100 to 983 beds (circa 10.6%). The implications of this reduction in bed numbers is reflected in the results of the updated trip generation exercise for the amended scheme as summarised in **Table TA2.2** below (with full multi-modal details of the revised PBSA calculation included as **Appendix HTN2**). No changes are proposed to the ancillary commercial elements. Whilst a very minor reduction in floorspace is proposed for Life Sciences Building B2 (circa 34sqm or less than 0.3% of total proposed Life Sciences related floorspace across the wider scheme), in practice this would not result in any discernible change in staffing levels, therefore no changes in travel demand associated with these buildings has been modelled.

Table TA2.2: Predicted Vehicle Trip Demand & Demand Accessing Site By Other Modes (Amended Scheme)

PBSA Related Trip Demand (983 Beds)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	1	0	1	0	2	2	10	13	23
Taxi	0	0	0	1	1	2	12	12	24
OGV	0	0	0	0	0	0	0	0	0
LGV	0	0	0	0	1	1	9	11	20
Total Vehs	1	0	1	1	4	5	30	35	66
<i>By Other Modes</i>	<i>11</i>	<i>94</i>	<i>105</i>	<i>103</i>	<i>58</i>	<i>161</i>	<i>644</i>	<i>746</i>	<i>1390</i>

Life Sciences Employment Trip Demand (2600 persons)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	32	16	47	0	26	26	117	130	247
Taxi	10	8	18	3	8	10	31	36	67
OGV	3	0	3	0	0	0	3	0	3
LGV	0	0	0	0	0	0	16	13	29
Total Vehs	44	23	68	3	34	36	166	179	346
<i>By Other Modes</i>	<i>736</i>	<i>70</i>	<i>806</i>	<i>39</i>	<i>601</i>	<i>640</i>	<i>2379</i>	<i>2330</i>	<i>4709</i>

Ancillary Development Traffic Demand

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
OGV	0	0	0	0	0	0	4	4	8
LGV	1	1	2	1	1	2	11	11	22
Total Vehs	1	1	2	1	1	2	15	15	30
<i>By Other Modes</i>	<i>40</i>	<i>40</i>	<i>80</i>	<i>40</i>	<i>40</i>	<i>80</i>	<i>480</i>	<i>480</i>	<i>960</i>

Total Upper Brook Street Development Vehicle Trip Demand & Demand Accessing Site By Other Modes

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	33	16	48	0	28	28	127	143	270
Taxi	10	8	18	4	9	12	43	48	90
OGV	3	0	3	0	0	0	7	4	11
LGV	1	1	2	1	2	3	36	35	71
Total Vehs	46	24	71	5	39	43	211	229	442
<i>By Other Modes</i>	<i>787</i>	<i>204</i>	<i>991</i>	<i>182</i>	<i>699</i>	<i>881</i>	<i>3503</i>	<i>3556</i>	<i>7059</i>

2.3 Trip Generation Comparison: June 2023 Application v Proposed Amended Scheme

2.3.1 **Table TA2.3** below sets out the difference in predicted development travel demand between the original June 2023 application scheme (1100 PBSA beds) and the proposed amended scheme (983 PBSA beds). This exercise demonstrates a barely discernible reduction in development vehicle trip demand during critical AM & PM network peak periods (of the order of just 1 vehicle).

2.3.2 Non-car based travel demand also shows a reduction when compared to the June 2023 application scheme - of the order of 1.3% - 2.1% (AM & PM peak respectively) of predicted June 2023 scheme levels, or 13 to 19 trips per hour.

Table TA2.3: Comparison of Combined Upper Brook Street Development Vehicle Trip Demand & Demand Accessing Site By Other Modes (June 2023 v Amended Scheme)

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	-	-1	-1	-	-	-	-1	-1	-2
Taxi	-	-	-	-	-	-	-1	-1	-2
OGV	-	-	-	-	-	-	-	-	-
LGV	-	-	-	-	-	-	-1	-1	-2
Total Vehs	-	-1	-1	-	-	-1	-4	-5	-8
<i>By Other Modes</i>	<i>-1</i>	<i>-12</i>	<i>-13</i>	<i>-13</i>	<i>-7</i>	<i>-19</i>	<i>-77</i>	<i>-89</i>	<i>-165</i>

2.3.3 Even when viewed in the context of the core 12-hour weekday day-time periods, the change in predicted site related vehicle trip demand resulting from the proposed amendments is predicted to be very low, being of the order of just 8 fewer vehicle movements (in + out), or a reduction in predicted total development vehicle trip demand of circa 1.8%, when compared to the predicted levels of development traffic demand associated with the June 2023 application scheme. It should be noted that the predicted June 2023 scheme traffic estimates already represented low levels of vehicle trip demand, reflecting the essentially car-free principles of the Upper Brook Street development.

- 2.3.4 The amended scheme would also generate a lower level of non-car based trip movements over the weekday 12-hour (7am - 7pm) weekday day-time period - of the order of 165 fewer two-way (in + out). This represents a reduction in total non-car based trip demand to / from the site of circa 2.3%, when compared to the development trip generation totals assessed as part of the June 2023 TA.
- 2.3.5 It is not considered that such small changes in development based travel demand would give rise to material changes in local transport network operational conditions and are realistically unlikely to be discernible from day-to-day variations in baseline in travel demand (which can typically vary by + or - 10%).

3.0 IMPLICATIONS OF THE CHANGE IN PREDICTED DEVELOPMENT TRAFFIC DEMAND ON KEY CONCLUSIONS OF THE JULY 2023 ASSESSMENT

3.1 The June 2023 TA prepared to support the originally submitted application scheme highlighted the following conclusions regarding development related travel effects over the local highways and transport network:

- The majority of trips to / from the site would be undertaken by more sustainable walk / cycle / public transport modes - expected to primarily arrive / depart the site on foot. These trips could be spread over a number of local walking routes, with the majority involving a requirement to utilise local traffic signal crossing points at junctions with the A34 Upper Brook Street. Even based on the principle that any of these individual walking routes might accommodate up to 40% of application site generated local foot trips, including walking trips to / from nearby car parks for car & motorcycle users, such demand could be satisfactorily accommodated by either existing crossing infrastructure or the proposed enhanced new crossing facilities to be delivered in support of the scheme.
- New development related traffic volumes over local road links are predicted to be low. In practice, any substantive changes in traffic flow on individual links would be related to the local background traffic re-assignment effects associated with the proposed road closure / extended one-way operation, rather than the impact of 'new' development related traffic demand.
- If supported by an appropriate junction improvement works package, there is no evidence to suggest that the delivery of the application scheme would result in severe / unacceptable future network operating conditions over the local study area.
- Additional sensitivity testing demonstrates that the cumulative traffic effects of the delivery of the full Upper Brook Street Masterplan regeneration, including for the effects of the adjacent McLaren / Kadans development, could

also be accommodated by the proposed package of local network improvements identified and there would be no severe residual highways and transport effects.

3.2 As set out in section 2 to this report, the proposed scheme amendments would result in a marginal reduction in overall development related travel demand (vehicle traffic and non-vehicle related movements), during both critical AM & PM peak periods and over the course of a typical working weekday. Whilst this reduction in development scale would translate to slightly reduced development transport and highways effects when compared to the development scenario considered in the June 2023 TA, in practice, these reductions would be of effectively negligible scale and unlikely to be discernible from day to day variations in overall travel demand. Notwithstanding this, the paragraphs below provide a commentary on the anticipated effects of the proposed scheme amendments on the core highways and transport conclusions of the June 2023 TA:

- *Access to the site on foot* - the amended scheme would result in a small reduction in non-car related vehicle movements to the site when compared to the original June 2023 scheme. This would represent a marginal reduction in crossing demand at individual local walk / cycle crossing points to the site and therefore a minor improvement on previously identified future year operating conditions, which had already been concluded to be acceptable.
- *New development related traffic demand impact* - the predicted changes in AM & PM network peak hour development traffic volumes as a result of the proposed scheme amendments would be of a negligible scale. The core traffic effects of the development scheme would therefore remain the local re-assignment effects associated with the proposed supporting road closures / extended one-way operation.
- *Local highway network operational performance* - the proposed scheme amendments would result in a negligible change to the predicted future 'with

development' traffic conditions considered in the June 2023 TA and therefore would have no discernible effect on predicted local junction operation.

- *Cumulative traffic effects* - the minor reduction in development traffic demand as a result of the proposed scheme amendments could be expected to give rise to a marginal reduction in cumulative development traffic effects when compared to the June 2023 TA analysis. In practice these effects would be limited and would not result in any changes to the core conclusion that cumulative development traffic effects would not be severe in nature.

4.0 ANTICIPATED CHANGES IN CONSTRUCTION RELATED TRAFFIC EFFECTS

- 4.1 As noted in section 1 to this report, the reduction in the proposed number of floors associated with PBSA Building A1 is likely to reduce the overall duration of the Phase 1 construction period by circa three months.
- 4.2 In practice peak construction related traffic demand levels during the Phase 1 period would not be affected by this change. The same core tasks would be required to a similar level of intensity as already identified for the original scheme.
- 4.3 The reduction in overall Phase 1 construction duration, could however, be expected to give rise to some minor benefits compared to the original planning application scheme, though a) the potential to reduce the length of some construction phases, thereby reducing the period during which construction traffic would be experienced over the local highway network and, b) the duration of any construction related temporary footway and carriageway closures.
- 4.4 It is not considered that any re-assessment of construction traffic effects is required to reflect these minor positive effects and that the submitted TA and ES documents remains an appropriate and robust appraisal of key construction related highways and traffic impacts.

5.0 SUMMARY AND CONCLUSIONS

Completed Development Operation

- 5.1 It is clear from the analysis set out in this TA Addendum Report that the proposed scheme amendments (circa 10.6% reduction in PBSA beds) would only give rise to strictly marginal scale improvements in the development related traffic demand case, which in practice, would not result in discernible changes to previously considered future ‘with development’ network conditions. It is therefore considered that there is no requirement to revisit the core network performance analysis set out within the June 2023 TA & ES submission and that the previously identified core conclusions remain the appropriate reference point for the appraisal of development related highways and transport impact.

Development Construction Phase

- 5.2 The proposed changes to the application scheme could result in an overall reduction of the duration of the Phase 1 construction period by circa three months. Peak construction related traffic demand during the Phase 1 period would not, however, be affected by this change - as the same core tasks would be required to the same intensity level. Some minor network benefits could be delivered by the reduced construction period, in terms of both duration of construction traffic effects and period of temporary carriageway and footway closures. In practice, however, any such changes would be minor in nature and would not impact on the conclusions regarding core construction traffic effects set out in the June 2023 TA & ES submissions.





Time Range	Total People			Pedestrians			Cyclists			Public Transport			Cars			Taxis			Motor Cycles			OGV			LGVs			Vehicle Occupants		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
00:00-01:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
01:00-02:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
02:00-03:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
03:00-04:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
04:00-05:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
05:00-06:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
06:00-07:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	0.010	0.019	0.029	0.004	0.007	0.011	0.000	0.000	0.000	0.005	0.011	0.016	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	0.013	0.123	0.136	0.005	0.071	0.076	0.001	0.001	0.002	0.005	0.050	0.055	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	0.014	0.072	0.086	0.004	0.036	0.040	0.000	0.000	0.000	0.008	0.035	0.043	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	0.031	0.087	0.118	0.013	0.047	0.060	0.000	0.000	0.000	0.014	0.035	0.049	0.002	0.002	0.004	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	0.043	0.065	0.108	0.019	0.035	0.054	0.002	0.003	0.005	0.018	0.023	0.041	0.001	0.000	0.001	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	0.053	0.067	0.120	0.028	0.035	0.063	0.000	0.001	0.001	0.022	0.029	0.051	0.000	0.002	0.002	0.002	0.002	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	0.069	0.074	0.143	0.037	0.041	0.078	0.001	0.001	0.002	0.024	0.028	0.052	0.001	0.000	0.001	0.002	0.002	0.004	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	0.067	0.071	0.138	0.037	0.041	0.078	0.001	0.001	0.002	0.025	0.024	0.049	0.001	0.001	0.002	0.000	0.000	0.000	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	0.097	0.060	0.157	0.058	0.035	0.093	0.001	0.001	0.002	0.031	0.020	0.051	0.000	0.001	0.001	0.001	0.002	0.002	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	0.096	0.042	0.138	0.061	0.026	0.087	0.001	0.000	0.001	0.031	0.014	0.045	0.001	0.002	0.003	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	0.108	0.063	0.171	0.066	0.041	0.107	0.001	0.001	0.002	0.039	0.018	0.057	0.000	0.002	0.002	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	0.107	0.060	0.167	0.031	0.070	0.039	0.003	0.002	0.005	0.031	0.018	0.049	0.000	0.000	0.000	0.002	0.002	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00	0.065	0.037	0.102	0.031	0.023	0.054	0.000	0.000	0.000	0.029	0.012	0.041	0.001	0.001	0.002	0.002	0.002	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20:00-21:00	0.090	0.043	0.133	0.047	0.028	0.075	0.000	0.001	0.001	0.036	0.011	0.047	0.001	0.001	0.002	0.004	0.004	0.008	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00	0.048	0.037	0.085	0.039	0.030	0.069	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.009	0.009	0.007	0.002	0.009	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
22:00-23:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
23:00-24:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
AM Peak (08:30-09:30)	0.014	0.098	0.111	0.005	0.054	0.058	0.001	0.001	0.001	0.007	0.043	0.049	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PM Peak (17:00-18:00)	0.108	0.063	0.171	0.066	0.041	0.107	0.001	0.001	0.002	0.039	0.018	0.057	0.000	0.002	0.002	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.001
12hr (07:00-19:00)	0.708	0.803	1.511	0.402	0.454	0.856	0.011	0.011	0.022	0.253	0.305	0.558	0.008	0.011	0.019	0.012	0.012	0.024	0.002	0.002	0.004	0.000	0.000	0.000	0.009	0.011	0.020			

AM Peak (08:30-09:30) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	0.014	0.098	0.111	100.0%	100.0%	100.0%
Pedestrians	0.005	0.054	0.058	33.3%	54.9%	52.3%
Cyclists	0.001	0.001	0.001	3.7%	0.5%	0.9%
Public Transport	0.007	0.043	0.049	48.1%	43.6%	44.1%
Car	0.001	0.001	0.002	7.4%	0.5%	1.4%
Taxi	0.000	0.000	0.000	0.0%	0.0%	0.0%
Motorcycle	0.000	0.000	0.000	0.0%	0.0%	0.0%
other	0.001	0.001	0.002	7.4%	0.5%	1.4%

Vehicle Demand (AM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	0.001	0.001	0.002	100.0%	100.0%	100.0%
Motorcycle	0.000	0.000	0.000	0.0%	0.0%	0.0%
Taxi	0.000	0.000	0.000	0.0%	0.0%	0.0%
OGV	0.000	0.000	0.000	0.0%	0.0%	0.0%
LGV	0.000	0.000	0.000	0.0%	0.0%	0.0%
Total	0.001	0.001	0.002	100.0%	100.0%	100.0%

PM Peak (17:00-18:00) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	0.108	0.063	0.171	100.0%	100.0%	100.0%
Pedestrians	0.066	0.041	0.107	61.1%	65.1%	62.6%
Cyclists	0.001	0.001	0.002	0.9%	1.6%	1.2%
Public Transport	0.039	0.018	0.057	36.1%	28.6%	33.3%
Car	0.000	0.002	0.002	0.0%	3.2%	1.2%
Taxi	0.001	0.001	0.002	0.9%	1.6%	1.2%
Motorcycle	0.000	0.000	0.000	0.0%	0.0%	0.0%
other	0.001	0.000	0.001	0.9%	0.0%	0.6%

Vehicle Demand (PM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	0.000	0.002	0.002	0.0%	50.0%	40.0%
Motorcycle	0.000	0.000	0.000	0.0%	0.0%	0.0%
Taxi	0.001	0.001	0.002	100.0%	25.0%	40.0%
OGV	0.000	0.000	0.000	0.0%	0.0%	0.0%
LGV	0.000	0.001	0.001	0.0%	25.0%	20.0%
Total	0.001	0.004	0.005	100.0%	100.0%	100.0%

12hr (07:00-19:00) Core Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	0.708	0.803	1.511	100.0%	100.0%	100.0%
Pedestrians	0.402	0.454	0.856	56.8%	56.5%	56.7%
Cyclists	0.011	0.011	0.022	1.6%	1.4%	1.5%
Public Transport	0.253	0.305	0.558	35.7%	38.0%	36.9%
Car	0.008	0.011	0.019	1.1%	1.4%	1.3%
Taxi	0.012	0.012	0.024	1.7%	1.5%	1.6%
Motorcycle	0.002	0.002	0.004	0.3%	0.2%	0.3%
other	0.020	0.008	0.028	2.8%	1.0%	1.9%

Vehicle Demand (12 Hour)

	Arrivals	Departures
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Time Range	Total People			Pedestrians			Cyclists			Public Transport			Cars			Taxis			Motor Cycles			OGV			LGVs		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	11	21	32	4	8	12	0	0	0	6	12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	14	135	150	6	78	84	1	1	2	6	55	61	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00-10:00	15	79	95	4	40	44	0	0	0	9	39	47	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	34	96	130	14	52	66	0	0	0	15	39	54	2	2	4	1	1	2	0	0	0	0	0	0	1	1	2
11:00-12:00	47	72	119	21	39	59	2	3	6	20	25	45	1	0	1	1	1	2	0	0	0	0	0	0	1	2	3
12:00-13:00	58	74	132	31	39	69	0	1	1	24	32	56	0	2	2	2	2	4	0	0	0	0	0	0	0	1	1
13:00-14:00	76	81	157	41	45	86	1	1	2	26	31	57	1	0	1	2	2	4	1	1	2	0	0	0	2	1	3
14:00-15:00	74	78	152	41	45	86	1	1	2	28	26	54	1	1	2	0	0	0	1	1	2	0	0	0	2	2	4
15:00-16:00	107	66	173	64	39	102	1	1	2	34	22	56	0	1	1	2	2	4	0	0	0	0	0	0	2	2	4
16:00-17:00	106	46	152	67	29	96	1	0	1	34	15	50	1	2	3	1	1	2	0	0	0	0	0	0	1	1	2
17:00-18:00	119	69	188	73	45	118	1	1	2	43	20	63	0	2	2	1	1	2	0	0	0	0	0	0	0	1	1
18:00-19:00	118	66	184	77	43	120	3	2	6	34	20	54	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0
19:00-20:00	72	41	112	34	25	59	0	0	0	32	13	45	1	1	2	2	2	4	0	0	0	0	0	0	1	0	1
20:00-21:00	99	47	146	52	31	83	0	1	1	40	12	52	1	1	2	4	4	9	0	0	0	0	0	0	0	1	1
21:00-22:00	53	41	94	43	33	76	0	0	0	0	0	0	0	10	10	8	2	10	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak (08:30-09:30)	15	107	122	5	59	64	1	1	1	7	47	54	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak (17:00-18:00)	119	69	188	73	45	118	1	1	2	43	20	63	0	2	2	1	1	2	0	0	0	0	0	0	0	1	1
12hr (07:00-19:00)	779	883	1662	442	499	942	12	12	24	278	336	614	9	12	21	13	13	26	2	2	4	0	0	0	10	12	22

Vehicle Occupants		
Arrivals	Departures	Two-way
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
1	1	2
2	1	3
1	0	1
4	6	10
4	4	9
2	2	4
7	4	11
3	7	10
7	4	11
2	3	6
2	3	6
2	1	3
4	2	7
8	3	11
10	8	18
0	0	0
0	0	0
2	1	2
2	3	6
39	37	76

AM Peak (08:30-09:30) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	15	107	122	100.0%	100.0%	100.0%
Pedestrians	5	59	64	33.3%	54.9%	52.3%
Cyclists	1	1	2	3.7%	0.5%	0.9%
Public Transport	7	47	54	48.1%	43.6%	44.1%
Car	1	1	2	7.4%	0.5%	1.4%
Taxi	0	0	0	0.0%	0.0%	0.0%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
other	1	1	2	7.4%	0.5%	1.4%

Vehicle Demand (AM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	1	1	2	100.0%	100.0%	100.0%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
Taxi	0	0	0	0.0%	0.0%	0.0%
OGV	0	0	0	0.0%	0.0%	0.0%
LGV	0	0	0	0.0%	0.0%	0.0%
Total	1	1	2	100.0%	100.0%	100.0%

On Foot	12	106	118
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PM Peak (17:00-18:00) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	119	69	188	100.0%	100.0%	100.0%
Pedestrians	73	45	118	61.1%	65.1%	62.6%
Cyclists	1	1	2	0.9%	1.6%	1.2%
Public Transport	43	20	63	36.1%	28.6%	33.3%
Car	0	2	2	0.0%	3.2%	1.2%
Taxi	1	1	2	0.9%	1.6%	1.2%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
other	1	0	1	0.9%	0.0%	0.6%

Vehicle Demand (PM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	0	2	2	0.0%	50.0%	40.0%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
Taxi	1	1	2	100.0%	25.0%	40.0%
OGV	0	0	0	0.0%	0.0%	0.0%
LGV	0	1	1	0.0%	25.0%	20.0%
Total	1	4	6	100.0%	100.0%	100.0%

On Foot	116	65	180
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12hr (07:00-19:00) Core Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	779	883	1662	100.0%	100.0%	100.0%
Pedestrians	442	499	942	56.8%	56.5%	56.7%
Cyclists	12	12	24	1.6%	1.4%	1.5%
Public Transport	278	336	614	35.7%	38.0%	36.9%
Car	9	12	21	1.1%	1.4%	1.3%
Taxi	13	13	26	1.7%	1.5%	1.6%
Motorcycle	2	2	4	0.3%	0.2%	0.3%
other	22	9	31	2.8%	1.0%	1.9%

Vehicle Demand (12 Hour)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	9	12	21	25.8%	30.6%	28.4%
Motorcycle	2	2	4	6.5%	5.6%	6.0%
Taxi	13	13	26	38.7%	33.3%	35.8%
OGV	0	0	0	0.0%	0.0%	0.0%
LGV	10	12	22	29.0%	30.6%	29.9%
Total	34	40	74	100.0%	100.0%	100.0%

On Foot	721	835	1555
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AM Peak (08:30-09:30) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	0.326	0.037	0.363	100.0%	100.0%	100.0%
Pedestrians	0.037	0.020	0.057	11.3%	54.1%	15.7%
Cyclists	0.023	0.001	0.024	7.1%	2.7%	6.6%
Public Transport	0.246	0.007	0.253	75.5%	18.9%	69.7%
Car	0.011	0.006	0.017	3.4%	16.2%	4.7%
Taxi	0.004	0.003	0.007	1.2%	8.1%	1.9%
Motorcycle	0.001	0.000	0.001	0.3%	0.0%	0.3%
other	0.004	0.000	0.004	1.2%	0.0%	1.1%

Vehicle Demand (AM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	0.011	0.006	0.017	64.7%	66.7%	65.4%
Motorcycle	0.001	0.000	0.001	5.9%	0.0%	3.8%
Taxi	0.004	0.003	0.007	23.5%	33.3%	26.9%
OGV	0.001	0.000	0.001	5.9%	0.0%	3.8%
LGV	0.000	0.000	0.000	0.0%	0.0%	0.0%
Total	0.017	0.009	0.026	100.0%	100.0%	100.0%

PM Peak (17:00-18:00) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	0.018	0.265	0.283	100.0%	100.0%	100.0%
Pedestrians	0.005	0.022	0.027	27.8%	8.3%	9.5%
Cyclists	0.000	0.019	0.019	0.0%	7.2%	6.7%
Public Transport	0.010	0.209	0.219	55.6%	78.9%	77.4%
Car	0.000	0.008	0.008	0.0%	3.0%	2.8%
Taxi	0.001	0.003	0.004	5.6%	1.1%	1.4%
Motorcycle	0.000	0.002	0.002	0.0%	0.8%	0.7%
other	0.002	0.002	0.004	11.1%	0.8%	1.4%

Vehicle Demand (PM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	0.000	0.008	0.008	0.0%	61.5%	57.1%
Motorcycle	0.000	0.002	0.002	0.0%	15.4%	14.3%
Taxi	0.001	0.003	0.004	100.0%	23.1%	28.6%
OGV	0.000	0.000	0.000	0.0%	0.0%	0.0%
LGV	0.000	0.000	0.000	0.0%	0.0%	0.0%
Total	0.001	0.013	0.014	100.0%	100.0%	100.0%

12hr (07:00-19:00) Core Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	1.050	1.033	2.083	100.0%	100.0%	100.0%
Pedestrians	0.312	0.311	0.623	29.7%	30.1%	29.9%
Cyclists	0.051	0.049	0.100	4.9%	4.7%	4.8%
Public Transport	0.603	0.585	1.188	57.4%	56.6%	57.0%
Car	0.043	0.047	0.090	4.1%	4.5%	4.3%
Taxi	0.012	0.014	0.026	1.1%	1.4%	1.2%
Motorcycle	0.002	0.003	0.005	0.2%	0.3%	0.2%
other	0.027	0.024	0.051	2.6%	2.3%	2.4%

Vehicle Demand (AM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	0.043	0.047	0.090	67.2%	68.1%	67.7%
Motorcycle	0.002	0.003	0.005	3.1%	4.3%	3.8%
Taxi	0.012	0.014	0.026	18.8%	20.3%	19.5%
OGV	0.001	0.000	0.001	1.6%	0.0%	0.8%
LGV	0.006	0.005	0.011	9.4%	7.2%	8.3%
Total	0.064	0.069	0.133	100.0%	100.0%	100.0%

Time Range	Total People			Pedestrians			Cyclists			Public Transport			Cars			Taxis			Motor Cycles			OGV			LGVs			Vehicle Occupants		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way			
00:00-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00:30-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00-07:30	68	8	75	8	5	13	5	0	5	44	3	47	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30-08:00	172	31	203	31	16	47	8	0	8	114	3	117	10	8	18	3	3	5	0	0	0	0	0	0	3	3	5	18		
08:00-08:30	325	34	359	47	21	68	23	0	23	221	5	226	18	3	21	3	0	3	226	0	0	0	0	0	3	0	3	34		
08:30-09:00	471	42	512	49	23	73	31	0	31	354	8	361	21	5	26	8	5	13	3	0	3	0	0	0	0	0	0	36		
09:00-09:30	377	55	432	47	29	75	29	3	31	286	10	296	8	10	18	3	3	5	0	0	0	3	0	3	0	0	0	16		
09:30-10:00	177	52	229	44	34	78	10	0	10	112	13	125	5	0	5	3	0	3	3	0	3	0	0	0	3	3	5	13		
10:00-10:30	125	83	208	44	52	96	8	3	10	70	18	88	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	5		
10:30-11:00	109	81	190	52	55	107	3	0	3	42	18	60	5	3	8	0	0	0	0	0	0	0	0	3	3	5	13			
11:00-11:30	68	75	143	26	31	57	3	0	3	31	34	65	5	5	10	3	3	5	0	0	0	0	0	0	0	0	10			
11:30-12:00	73	78	151	44	44	88	0	0	0	23	29	52	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5		
12:00-12:30	68	109	177	39	65	104	3	3	5	21	34	55	3	3	5	0	0	0	0	0	0	0	0	3	3	5	5			
12:30-13:00	117	177	294	75	101	177	3	5	8	34	68	101	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5		
13:00-13:30	140	135	276	91	75	166	3	3	5	39	52	91	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5		
13:30-14:00	107	99	205	65	62	127	0	3	3	31	29	60	3	5	8	0	0	0	0	0	0	0	0	3	0	3	8			
14:00-14:30	60	47	107	42	21	62	0	0	0	16	13	29	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	3		
14:30-15:00	55	68	122	31	18	49	3	0	3	21	42	62	3	3	5	0	0	0	0	0	0	0	0	0	3	3	3			
15:00-15:30	44	81	125	16	21	36	3	3	5	21	52	73	5	3	8	0	3	3	0	0	0	0	0	0	0	0	0	5		
15:30-16:00	26	88	114	13	16	29	0	3	3	8	57	65	0	8	8	0	3	3	0	0	0	0	0	0	0	0	0	3		
16:00-16:30	42	107	148	13	10	23	0	3	3	23	81	104	0	8	8	3	3	5	0	0	0	0	0	0	0	0	0	3		
16:30-17:00	36	161	198	13	21	34	0	8	8	18	117	135	3	10	13	0	3	3	0	0	0	0	0	0	0	0	0	5		
17:00-17:30	31	307	338	8	29	36	0	18	18	18	242	260	0	13	13	0	3	3	0	3	3	0	0	0	0	0	0	3		
17:30-18:00	16	382	398	5	29	34	0	31	31	8	302	309	0	8	8	3	5	8	0	3	3	0	0	0	0	0	0	3		
18:00-18:30	13	260	273	3	21	23	0	29	29	8	198	205	0	8	8	3	3	5	0	3	3	0	0	0	0	0	0	3		
18:30-19:00	13	127	140	5	10	16	0	16	16	5	96	101	3	3	5	3	3	5	0	0	0	0	0	0	0	0	0	3		
19:00-19:30	0	31	31	0	5	5	0	5	5	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:30-20:00	0	31	31	0	8	8	0	0	0	0	21	21	0	0	0	3	3	5	0	0	0	0	0	0	0	0	0	0		
20:00-20:30	0	10	10	0	0	0	0	0	0	0	8	8	0	0	0	3	3	5	0	0	0	0	0	0	0	0	0	0		
20:30-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:30-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:30-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:30-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak (08:30-09:30)	848	96	944	96	52	148	60	3	62	640	18	658	29	16	44	10	8	18	3	0	3	3	0	3	0	0	0	52		
PM Peak (17:00-18:00)	47	689	736	13	57	70	0	49	49	26	543	569	0	21	21	3	8	10	0	5	5	0	0	0	0	0	5			
12hr (07:00-19:00)	2730	2686	5416	811	809	1620	133	127	260	1568	1521	3089	112	122	234	31	36	68	5	8	13	3	0	3	16	13	29	216		

AM Peak (08:30-09:30) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	848	96	944	100.0%	100.0%	100.0%
Pedestrians	96	52	148	11.3%	54.1%	15.7%
Cyclists	60	3	62	7.1%	2.7%	6.6%
Public Transport	640	18	658	75.5%	18.9%	69.7%
Car	29	16	44	3.4%	16.2%	4.7%
Taxi	10	8	18	1.2%	8.1%	1.9%
Motorcycle	3	0	3	0.3%	0.0%	0.3%
other	10	0	10	1.2%	0.0%	1.1%

Vehicle Demand (AM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	29	16	44	64.7%	66.7%	65.4%
Motorcycle	3	0	3	5.9%	0.0%	3.8%
Taxi	10	8	18	23.5%	33.3%	26.9%
OGV	3	0	3	5.9%	0.0%	3.8%
LGV	0	0	0	0.0%	0.0%	0.0%
Total	44	23	68	100.0%	100.0%	100.0



Time Range	Total People			Pedestrians			Cyclists			Public Transport			Cars			Taxis			Motor Cycles			OGV			LGVs			Vehicle Occupants		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way			
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:00-08:00	10	19	29	4	7	11	0	0	0	5	11	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00-09:00	13	121	134	5	70	75	1	1	2	5	49	54	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
09:00-10:00	14	71	85	4	35	39	0	0	0	8	34	42	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0			
10:00-11:00	30	86	116	13	46	59	0	0	0	14	34	48	2	2	4	1	1	2	0	0	0	0	0	0	1	1	2			
11:00-12:00	42	64	106	19	34	53	2	3	5	18	23	40	1	0	1	1	1	2	0	0	0	0	0	1	2	3				
12:00-13:00	52	66	118	28	34	62	0	1	1	22	29	50	0	2	2	2	2	4	0	0	0	0	0	0	1	1				
13:00-14:00	68	73	141	36	40	77	1	1	2	24	28	51	1	0	1	2	2	4	1	1	2	0	0	2	1	3				
14:00-15:00	66	70	136	36	40	77	1	1	2	25	24	48	1	1	2	0	0	0	1	1	2	0	0	2	2	4				
15:00-16:00	95	59	154	57	34	91	1	1	2	30	20	50	0	1	1	2	2	4	0	0	0	0	0	2	2	4				
16:00-17:00	94	41	136	60	26	86	1	0	1	30	14	44	1	2	3	1	1	2	0	0	0	0	0	1	1	2				
17:00-18:00	106	62	168	65	40	105	1	1	2	38	18	56	0	2	2	1	1	2	0	0	0	0	0	0	1	1				
18:00-19:00	105	59	164	69	38	107	3	2	5	30	18	48	0	0	0	2	2	4	0	0	0	0	0	0	0	0				
19:00-20:00	64	36	100	30	23	53	0	0	0	29	12	40	1	1	2	2	2	4	0	0	0	0	0	1	0	1				
20:00-21:00	88	42	131	46	28	74	0	1	1	35	11	46	1	1	2	4	4	8	0	0	0	0	0	0	1	1				
21:00-22:00	47	36	84	38	29	68	0	0	0	0	0	0	0	9	9	7	2	9	0	0	0	0	0	0	0	0				
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
AM Peak (08:30-09:30)	13	96	109	4	53	57	0	0	1	6	42	48	1	0	1	0	0	0	0	0	0	0	0	0	0	0				
PM Peak (17:00-18:00)	106	62	168	65	40	105	1	1	2	38	18	56	0	2	2	1	1	2	0	0	0	0	0	0	1	1				
12hr (07:00-19:00)	696	789	1485	395	446	841	11	11	22	249	300	549	8	11	19	12	12	24	2	2	4	0	0	9	11	20				

AM Peak (08:30-09:30) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	13	96	109	100.0%	100.0%	100.0%
Pedestrians	4	53	57	33.3%	54.9%	52.3%
Cyclists	0	0	1	3.7%	0.5%	0.9%
Public Transport	6	42	48	48.1%	43.6%	44.1%
Car	1	0	1	7.4%	0.5%	1.4%
Taxi	0	0	0	0.0%	0.0%	0.0%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
other	1	0	1	7.4%	0.5%	1.4%

Vehicle Demand (AM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	1	0	1	100.0%	100.0%	100.0%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
Taxi	0	0	0	0.0%	0.0%	0.0%
OGV	0	0	0	0.0%	0.0%	0.0%
LGV	0	0	0	0.0%	0.0%	0.0%
Total	1	0	1	100.0%	100.0%	100.0%

On Foot	11	94	105
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PM Peak (17:00-18:00) Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	106	62	168	100.0%	100.0%	100.0%
Pedestrians	65	40	105	61.1%	65.1%	52.3%
Cyclists	1	1	2	0.9%	1.6%	1.2%
Public Transport	38	18	56	36.1%	28.6%	33.3%
Car	0	2	2	0.0%	3.2%	1.2%
Taxi	1	1	2	0.9%	1.6%	1.2%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
other	1	0	1	0.9%	0.0%	0.6%

Vehicle Demand (PM Peak)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	0	2	2	0.0%	50.0%	40.0%
Motorcycle	0	0	0	0.0%	0.0%	0.0%
Taxi	1	1	2	100.0%	25.0%	40.0%
OGV	0	0	0	0.0%	0.0%	0.0%
LGV	0	1	1	0.0%	25.0%	20.0%
Total	1	4	5	100.0%	100.0%	100.0%

On Foot	103	58	161
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12hr (07:00-19:00) Core Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	696	789	1485	100.0%	100.0%	100.0%
Pedestrians	395	446	841	56.8%	56.5%	56.7%
Cyclists	11	11	22	1.6%	1.4%	1.5%
Public Transport	249	300	549	35.7%	38.0%	36.9%
Car	8	11	19	1.1%	1.4%	1.3%
Taxi	12	12	24	1.7%	1.5%	1.6%
Motorcycle	2	2	4	0.3%	0.2%	0.3%
other	20	8	28	2.8%	1.0%	1.9%

Vehicle Demand (12 Hour)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	8	11	19	25.8%	30.6%	28.4%
Motorcycle	2	2	4	6.5%	5.6%	6.0%
Taxi	12	12	24	38.7%	33.3%	35.8%
OGV	0	0	0	0.0%	0.0%	0.0%
LGV	9	11	20	29.0%	30.6%	29.9%
Total	30	35	66	100.0%	100.0%	100.0%

On Foot	644	746	1390
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24hr Core Mode Split

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total People	896	904	1800	100.0%	100.0%	100.0%
Pedestrians	510	526	1036	57.0%	58.2%	57.6%
Cyclists	11	12	23	1.2%	1.3%	1.3%
Public Transport	313	322	635	34.9%	35.7%	35.3%
Car	10	22	31	1.1%	2.4%	1.7%
Taxi	25	20	44	2.7%	2.2%	2.5%
Motorcycle	2	2	4	0.2%	0.2%	0.2%
other	26	1	27	2.9%	0.1%	1.5%

Vehicle Demand (24 Hour)

	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car	10	22	31	21.3%	39.3%	31.1%
Motorcycle	2	2	4	4.3%	3.6%	3.9%
Taxi	25	20	44	53.2%	35.7%	43.7%
OGV	0	0	0	0.0%	0.0%	0.0%
LGV	10	12	22	21.3%	21.4%	21.4%
Total	46	55	101	100.0%	100.0%	100.0%

On Foot	823	848	1671
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