

Lord Street, Manchester

Transport Statement

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Linear Living Ltd (the Client) to provide transport and highways advice in relation to a planning application for residential development on Lord Street, Manchester.
- 1.1.2 The proposals seek to construct a 24-storey tower comprising 251 residential units, including the demolition of existing structures and the erection of a residential apartment development comprising 251no. dwellings (Use Class C3) with landscaping and associated works. The development will be car-free and will include dedicated cycle parking facilities at the basement level.
- 1.1.3 The principle of residential development on the Lord Street site has already been established through previous planning approvals. Planning permission was first granted on 21 November 2016 under application reference 113914/FO/2016 for the following development:
- “Erection of a 16-storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings.”*
- 1.1.4 This scheme was later amended through a Non-Material Amendment application (ref: **138553/NMC/2023**) submitted in 2023, which retained the same number of residential units (192) but reduced on-site car parking to 20 spaces (11%) and increased cycle parking to 192 spaces (100%).
- 1.1.5 In contrast to the previous approvals, the current proposal increases the total number of residential units to 251 and eliminates all on-site car parking, delivering a fully car-free development.
- 1.1.6 The proposed site layout is provided in **Appendix A**.

1.2 Policy Context

- 1.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.
- 1.2.2 Paragraph 115 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:
- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*

- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

1.2.3 The development proposals demonstrate that safe and suitable access to the site can be achieved. The site benefits from a highly accessible location with excellent public transport and active travel links. As the scheme is car-free, it is not expected to generate significant vehicular traffic or result in any material impact on the highway network.

1.2.4 Paragraph 117 of the NPPF states that applications for development should:

- *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

1.2.5 The proposed development is situated in an accessible location. There is good active travel infrastructure adjacent to the site, and the public transport network is accessible within short walking distance. Being a car-free scheme, the proposed development has been designed to promote active travel and sustainable transport, with appropriate servicing facilities.

1.2.6 The proposed development accords with the general principles of the NPPF.

1.3 National Planning Practice Guidance (NPPG)

1.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) has been developed by the Department for Communities and Local Government (DCLG; now the MHCLG) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

1.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement (TS). It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (TP) (Document Reference: **88153-CUR-XX-XX-T-TP-00002**).

1.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals, which include a fully car-free development, apply the principles set out in the NPPG by promoting sustainable transport, reducing reliance on private vehicles, and supporting the creation of a well-connected, low-carbon neighbourhood that makes a positive contribution to the local area

1.4 Manchester Core Strategy (2012 – 2027)

1.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

1.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

1.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that [outside the City Centre] ... all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B... In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B.”

- 1.4.4 Appendix B does not specify minimum parking requirements for residential developments, allowing for a flexible approach based on context.
- 1.4.5 Given the site's highly accessible city centre location, the proposed car-free development is considered appropriate and consistent with the policy's intent. The development reflects a realistic and sustainable response to the site's great access to public transport and active travel infrastructure.
- 1.4.6 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

1.5 Greater Manchester Transport Strategy 2040

- 1.5.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 1.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:
- *“Reducing the carbon and environmental cost of journeys;*
 - *New ways of working which make the best use of the transport network;*
 - *Maximising the benefit of new, integrated transport infrastructure and services;*
 - *Delivering public health benefits through enabling more active travel;*
 - *Supporting town and city centre economic vitality and sustainability;*
 - *Improving access to key services and jobs;*
 - *Maximising sustainable travel in new developments; and*
 - *Becoming more resilient to disruption.”*
- 1.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference 88153-CUR-XX-XX-T-TP-00002**).
- 1.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:
- *“Reducing the need to travel;*

- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

1.5.5 It is considered that the development proposals, as a car-free scheme, will not adversely impact the transport network. Instead, they will support the Transport Strategy by promoting sustainable travel and enhancing connectivity through integration with existing active and public transport infrastructure.

1.6 Manchester Residential Quality Guidance

1.6.1 In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high-quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

1.6.2 MCC stipulates in the document that development proposals:

- *“Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC’s standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated”*

1.6.3 In line with the principles of the Manchester Residential Quality Guidance, the scheme will be car-free, offering secure, convenient cycle parking and on-site bin storage.

1.7 Places for Everyone Joint Development Plan (2024)

1.7.1 Places for Everyone (PfE) is the joint development plan for the nine Greater Manchester authorities, providing a strategic framework for growth in housing, employment, and infrastructure up to 2039. PfE seeks to promote sustainable patterns of development, reduce reliance on private car travel, improve air quality, and protect designated environmental assets.

1.7.2 The Holcroft Moss Planning Obligations Supplementary Planning Document (SPD) is one of a number of documents prepared by the Greater Manchester authorities to support the implementation of the strategic policies set out in PfE. The SPD provides guidance on how PfE policies should be applied

where development has the potential to give rise to traffic-related air quality effects on the Manchester Mosses Special Area of Conservation (SAC), including consideration of appropriate assessment and mitigation where relevant

- 1.7.3 Policy JP-C8 – Transport Requirements of New Development - requires early engagement with the highway authority to agree the scope of Transport Assessments, including potential effects on Holcroft Moss. The SPD identifies that developments generating more than 100 additional vehicles per day or 20 HGVs per day on the M62 past Holcroft Moss should include measures to reduce car use, limit trip generation, promote ultra-low emission vehicles, and, where necessary, contribute to habitat restoration.
- 1.7.4 The proposed car-free residential development at Lord Street, Manchester city centre, has no on-site parking and is located in a highly sustainable area with excellent access to walking, cycling, and public transport. As such, it is not expected to generate material new vehicular movements on the M62 near Holcroft Moss, which is several miles from the site. Notwithstanding this, a TRICS assessment of comparable city centre residential developments has been undertaken to provide an estimate of potential trips generated by similar developments. The assessment suggests the development could generate up to 189 two-way daily vehicular movements. Given the car-free nature of the scheme, this represents a conservative assumption, with residual trips associated only with servicing, deliveries, visitors or taxis, which would likely disperse across the wider network rather than route via the M62 past Holcroft Moss. As a result, it is anticipated that the SPD thresholds would not be exceeded.

1.8 Purpose of the Report

- 1.8.1 This TS has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway and Planning Authority, of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.8.2 The TS is supported by a number of appendices, with access drawings showing visibility splays and swept path assessments.
- 1.8.3 Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **88153-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel. The travel planning process forms an integral part of the envisaged stewardship and long-term management of the proposed development.

1.9 Scope of the Report

- 1.9.1 The scope of this report is consistent with local and national transport planning policy and guidance.
- 1.9.2 Additional scoping information where appropriate.

1.9.3 On this basis, the TS contains the following:

- A review of the relevant local and national transport planning policy.
- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- A review of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals, vehicle tracking and visibility splays;
- Details of future vehicular trips and commentary on any highway impacts; and

1.10 Structure of the Report

- 1.10.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.10.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.10.3 **Section 3** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.10.4 **Section 4** gives an overview of the development proposals including details on proposed access, cycle parking, and a servicing and refuse strategy.
- 1.10.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.10.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The proposed development site is located off Lord Street in the Green Quarter to the northern edge of Manchester city centre.
- 2.1.2 The site is bounded by Fernie Street to the east, Lord Street to the north and Cheetham Hill Road to the west. **Figure 2.1** below shows the site in a local context relating to the local highway network:

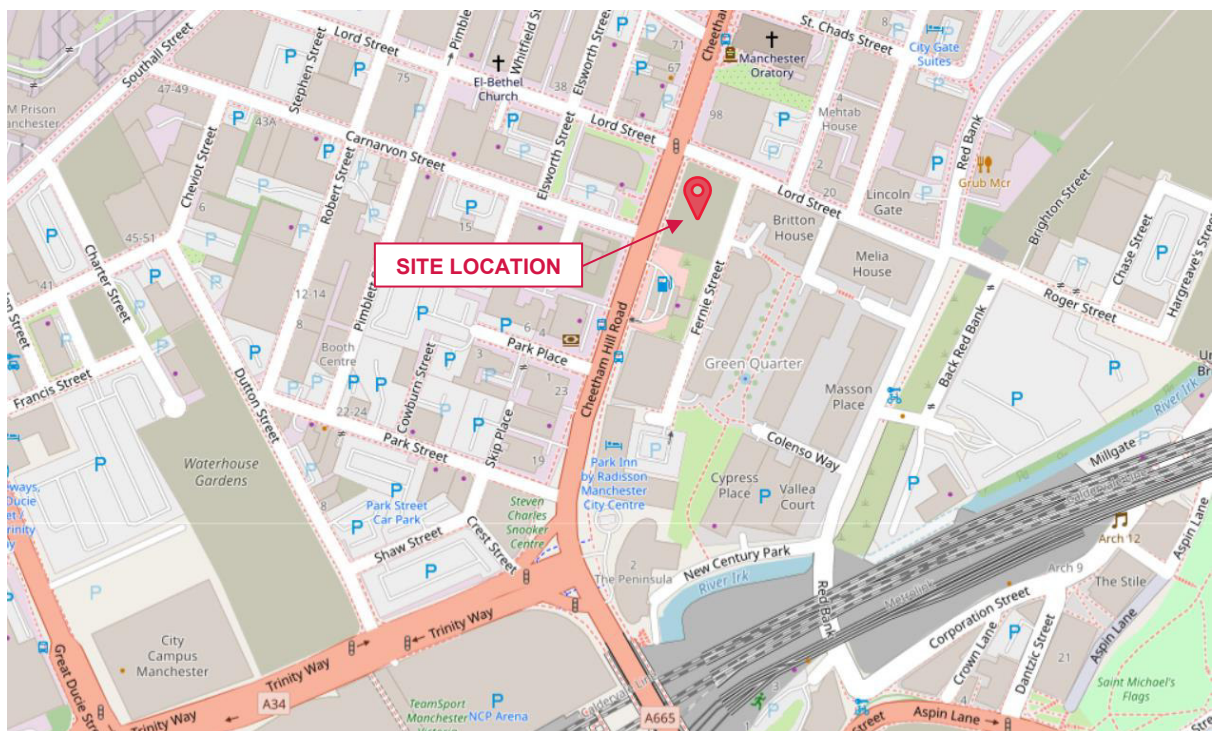


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2025)

2.2 Existing Use and Access

- 2.2.1 The application site is currently a brownfield site, previously occupied by 7 commercial units.

2.3 Surrounding Highway Network

Fernie Street

- 2.3.1 The proposed development would be accessed via Fernie Street, which runs along a north east/south west alignment linking with Lord Street to the north. It provides access to the residential apartments along its length as well as the Park Inn Hotel.

2.3.2 Fernie Street is a single lane two way road with footways provided along both sides of the carriageway. Street lighting is provided along the western edge of the carriageway.

2.3.3 The road forms a priority junction with Lord Street to the north.

Lord Street

2.3.4 Lord Street is a two-way single carriageway road which links the site to Cheetham Hill Road. It extends between Red Bank to the east and Southall Street to the west.

2.3.5 Lord Street forms a signalised junction with Cheetham Hill Road to the north western corner of the site. Pedestrian crossings facilities have been incorporated into this junction and advanced stop lines have also been provided on all arms of the junction.

2.3.6 There are well lit footways on both sides of the carriageway. In the vicinity of site there are traffic regulation orders in the form of double yellow lines. It is worth noting that the double yellow lines are intermittent and that on-street parking also occurs to the northern edge of the carriageway in the vicinity of the site.

Cheetham Hill Road

2.3.7 Cheetham Hill Road runs west of the site on a north/south alignment. In the vicinity of the site the road forms part of the IRR and extends between Bury Old Road to the north and New Bridge Street.

2.3.8 It is approximately 2.8km in length and runs from Manchester's Green Quarter to Cheetham Hill and becomes Bury Old Road in the Crumpsall area, north of the site.

2.3.9 It connects the site to Middleton and Prestwich to the north and Manchester City Centre to the south of the proposed development.

2.3.10 The road has a 30mph speed limit with speed cameras located within close proximity of the site for enforcement. There are footways on each side of the carriageway with street lighting also provided. There are bus stops located on this road which are within desirable walking distance of the site. There are many complementary existing uses along both sides of this road. There are crossing facilities at vantage points on the road to enable safe crossing of the road.

2.4 Highway Safety

2.4.1 Collision data for the highway network adjacent to the site has been obtained from the CollisionPlot reported road incidents database for the most recent five years (2019 – 2023 inclusive). The details of the search are contained in **Figure 2.2** and a breakdown of the information is contained in **Table 2.1**.

Junction/Link	Slight	Serious	Fatal	Totals
Cheetham Hill Road	5	1	0	6
Cheetham Hill Road / Lord Street junction	2	0	0	2
Lord Street	2	0	0	2
Pimblett Street	1	0	0	1
Total	10	1	0	11

Table 2.1 – Collision Data Summary

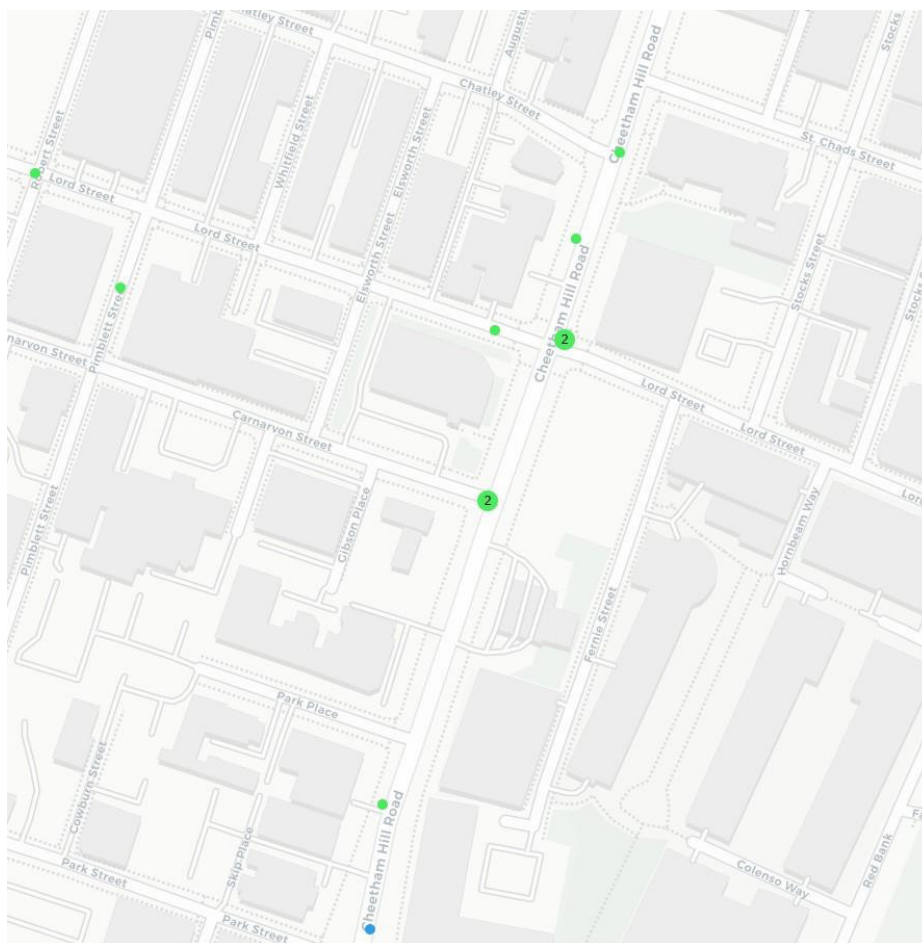


Figure 2.2 – Area Assessed for Collision Data (5 years)
(Source: CollisionPlot, www.collisionplot.co.uk)

- 2.4.2 There has been a total of 11 collisions in the latest five-year period available, 10 of which were 'slight' severity incidents and 1 of which was 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.
- 2.4.3 A single incident classified as "serious" occurred in March 2022 on Cheetham Hill Road, near the junction with Park Street. It involved two cars and resulted in two casualties. The conditions at the time were light and dry.

- 2.4.4 Two incidents of "slight" severity took place at the junction of Lord Street and Cheetham Hill Road in February 2019 and August 2021. Both occurred under light and dry conditions. The most recent incident involved a car and a cyclist, while the earlier one involved two cars.
- 2.4.5 Five "slight" severity incidents occurred along Cheetham Hill Road, with the latest recorded in June 2023 at the junction with Carnarvon Street. This incident involved two cars and took place under light and dry conditions.
- 2.4.6 Two "slight" severity incidents were recorded along Lord Street. The most recent occurred in November 2021 at the junction with Robert Street, involving two cars and resulting in two casualties under dark and wet conditions. The earlier incident took place just west of Cheetham Hill Road in June 2019, involving a car and a pedestrian, and resulted in one pedestrian casualty. Conditions at the time were light and dry.
- 2.4.7 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Accessibility by Sustainable Modes of Travel

3.1 Introduction

- 3.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 3.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

3.2 Pedestrian Accessibility

- 3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 3.1**.

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.1 – CIHT Recommended Walking Distances

- 3.2.2 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).
- 3.2.3 Within the 'desirable' 500 metres walking distance, there are multiple food retail outlets located along Cheetham Hill Road as well as public houses and restaurants.
- 3.2.4 There is the Manchester Arena and food outlets located south of the site which provides leisure facilities for users of the development. There are excellent pedestrian facilities in the vicinity of the site which would link future residents by foot to these uses.
- 3.2.5 Within 1,000m 'acceptable' walking catchment there are multiple opportunities for employment such as NOMA and other office buildings within close proximity to the site. In addition, there are retail, leisure

and food outlets located within the Printworks and Arndale Centre to the south and south east of the site, which could also provide employment opportunities for future residents.

- 3.2.6 Within 1000m of the site, access can be gained to parts of the City Centre which provides more opportunities for employment and leisure.
- 3.2.7 There is also Manchester Fort shopping arcade located approximately 700m north of the site off Cheetham Hill Road.
- 3.2.8 Within 2,000m 'maximum' walking catchment all of Manchester city centre is accessible. In addition to the City Centre other local areas including parts of Lower Broughton to the east, Cheetham Hill To the north and Ancoats to the east are all accessible by foot.
- 3.2.9 It is clear from the above that the site is highly accessible on foot and that there is an abundance of complementary uses within walking distance of the site, with good pedestrian facilities linking to them to the site.

3.3 Cycle Accessibility

- 3.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 3.3.2 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.
- 3.3.3 Within an 8km catchment area, cyclists can travel as far as Middleton and Whitefield in the north, Failsworth and Audenshaw to the east, Chorlton-cum-Hardy in the south and Swinton and Eccles to the west. It is worth noting that the whole of Manchester city centre and surrounding areas are also contained within the 8km catchment.
- 3.3.4 Local Routes are located within close proximity to the site along the A56 Bury New Road, Corporation Street and along the River Irwell. There are cycle lanes on Cheetham Hill Road to the north of the site as well as advanced cycle stop lines on all the signal junctions along this road.
- 3.3.5 There are many cycle routes surrounding the site which provides connection to the routes within the centre of Manchester, such as along Fountain Street. These routes link the site to the National Cycle Routes network.
- 3.3.6 National Cycle Route 66 runs from Manchester to Spurn Head and runs through Ancoats and Failsworth. In addition, there is National Route 6 which links to Bury and Prestwich as well as Radcliff.

3.4 Public Transport Accessibility

- 3.4.1 The site benefits from its highly accessible location for public transport with train, tram and bus services available within a short walking distance. Accessibility by these modes are considered in further detail within the subsections below.

Bus Accessibility

- 3.4.2 CIHT guidance – from ‘*Buses in Urban Developments*’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

Table 3.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 3.4.3 The nearest bus stop to the site is located approximately 75m to the south of the site along the A665 Cheetham Hill Road, which provide services to Manchester city centre and Sale. **Table 3.3** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
41	Middleton - Bowker Vale - Manchester City Centre - Sale	20 mins	20 mins	30 mins
135	Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	10 mins	10 mins	10 mins

Table 3.3 – Summary of Bus Service Frequencies in the vicinity of the Site

- 3.4.4 These stops provide frequent access to range of areas in around Manchester, including Bury, Sale and Manchester city centre. Additionally, the site is within walking distance of both the Shudehill Interchange and Victoria Station, offering convenient access to a wider range of frequent bus services connecting to surrounding areas across Manchester and the wider Greater Manchester area.

Rail Accessibility

- 3.4.5 The nearest train station is Victoria located approximately 700m to the southwest of the site. The station provides frequent services to a number of key destinations including Burnley, Huddersfield, Blackpool, Newcastle, Wigan, Leeds, Chester, Hull, and Manchester Airport.

Metrolink (Light Rail) Accessibility

- 3.4.6 The nearest Metrolink station is located within Victoria Train Station, located approximately 700m southwest of the site. This stop provides frequent services to areas along the route to Bury, Altrincham, Manchester Piccadilly, Rochdale, East Didsbury, and Shaw and Crompton, directly.
- 3.4.7 Users can change at the Deansgate-Castlefield Metrolink stop to access the entire Metrolink network, including MediaCityUK, Eccles, Trafford Centre and Asthon-under-Lyne

3.5 Summary

- 3.5.1 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

4.0 Development Proposals

4.1 Overview of Proposals

4.1.1 This Transport Statement has been prepared in order to support the proposed residential development on land located on Lord Street, in the Green Quarter area of Manchester.

4.1.2 The proposals seek to construct a 24-storey tower comprising 251 residential units. This includes a mix of one- and two-bedroom apartments and townhouses. The development will be car-free and will include dedicated cycle parking facilities at the basement level. The proposed site layout is provided in **Appendix A**.

4.2 Proposed Access

Pedestrian and Cycle Access

4.2.1 The main pedestrian entrance to the building will be located off Cheetham Hill Road.

4.2.2 Cyclists would enter the site via Fernie Street to access the cycle stores located at the basement level of the site, as illustrated below in **Figure 4.1 – Basement Level Layout**

4.2.3

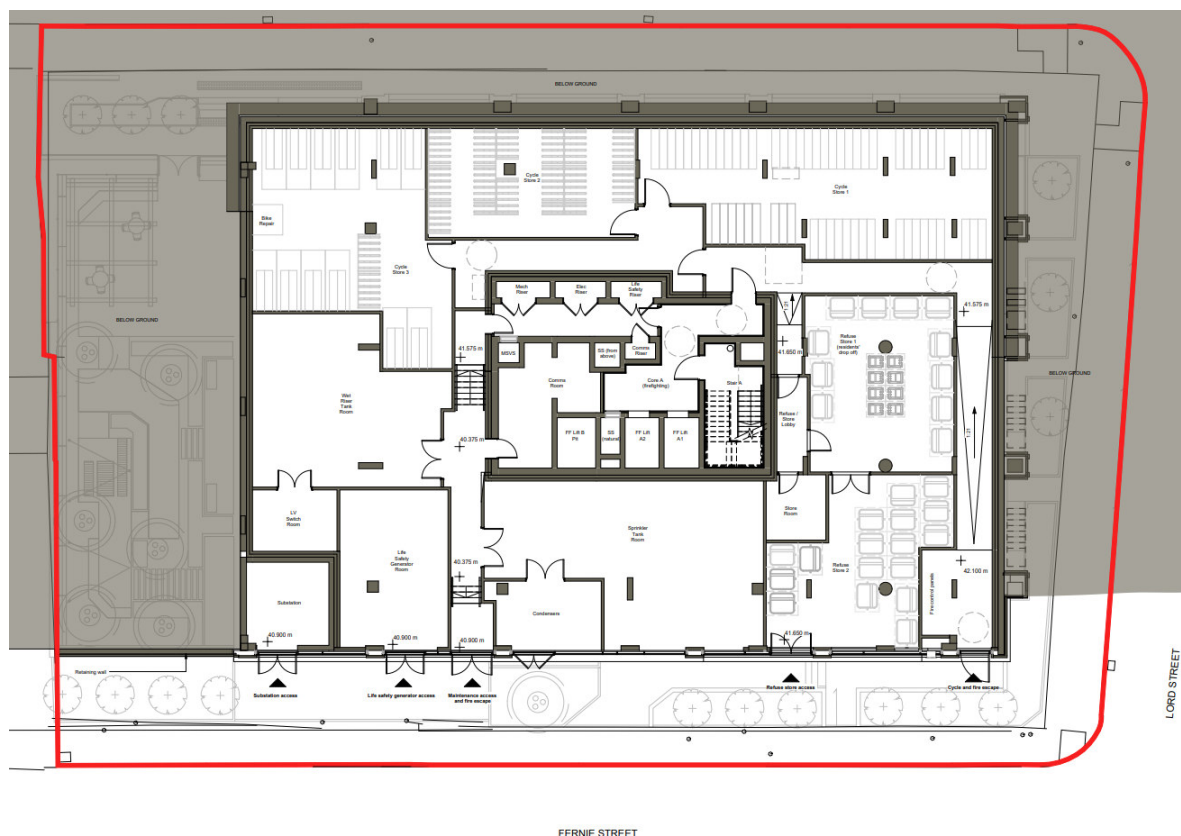


Figure 4.1 – Basement Level Layout
(Source: AEW Architects, 2025)

Proposed Cycle Parking

- 4.2.4 The proposals include a total of 251 cycle parking spaces, including 239 standard cycle spaces and 12 non-standard cycle spaces.
- 4.2.5 The cycle strategy has been developed in line with MCC guidelines, providing 1 cycle space per apartment. All cycle spaces are located within the basement, with resident access from the central circulation core.
- 4.2.6 The strategy also allows for 5% non-standard cycle spaces (12no. in total) to accommodate larger adapted cycles as described in LTN 1/20. Additionally, a dedicated cycle cleaning and maintenance area is provided in the store.

Proposed Car Parking Provision

- 4.2.7 The proposed development will be car-free. The site is accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Greater Manchester, and the multitude of amenities that are available are within walking distance across the city centre. Therefore, the site is located in an enviable location to make use of existing and future sustainable modes of transportation without relying on car ownership.
- 4.2.1 The proposed car parking strategy is consistent with other city centre developments.
- 4.2.2 As prospective residential occupiers come forward, they would be aware of the parking restrictions living in the proposed development would bring and would decide on whether to move to such development. The absence of any on-site parking would also act as an initiative to encourage alternative modes of transport.

Nearby Car Parking Opportunities

- 4.2.3 Nonetheless, it is recognised that a small minority of residents may choose to own a car. These residents would be able to use several car parks within close proximity which offer long-term parking permits:
- Park Place car park (75 spaces) – c. 190m / 3-minute walk
 - 1 Place car park (17 spaces) – c. 190m / 3-minute walk
 - Skip Place car park (35 spaces) – c. 210m / 3-minute walk
 - Stocks Street car park (32 spaces) - c. 130m / 2-minute walk
 - Shaw Street Parking (87 spaces) - c. 300m / 5-minute walk
 - Car Park Manchester Park Street (95 spaces) - c. 290m / 5-minute walk

- 32 Dutton Street Parking (41 spaces) - c. 350m / 5-minute walk
- Manchester AO Arena (970 spaces) - c. 350m / 6-minute walk
- Red Bank car park (220 spaces) - c. 350m / 6-minute walk

4.2.4 It is therefore considered there is adequate opportunity for off-site parking should future residents/visitors chose to commute by car.

Existing On-Street Parking

4.2.5 There are opportunities for on-street parking within the immediate vicinity of the site with a number of free parking spaces up to 2 hours along Lord Street, Stocks Street, Stocks Street East, St Chads Street or Stanley Street.

4.3 Proposed Servicing Arrangements

4.3.1 Waste will be collected from Fernie Street, via a proposed 2.7 x 12.5m loading/ servicing bay, which has been strategically located to minimise conflicts with regular traffic. Delivery of this loading/ servicing bay requires amendments to the existing double yellow line TRO provision along Fernie Street. Bins will be collected and returned directly from the external collection point, which is located along the northeastern frontage of the site.

4.3.2 Refuse collection vehicles are expected to utilise existing turning heads along Fernie Street to turn around and exit towards Lord Street; as is understood to be the existing collection strategy in this area.

4.3.1 Drawing ref.: **88153-CUR-00-XX-DR-TP-05001** at the rear of this report demonstrate that a refuse vehicle can access Fernie Street, turn at the existing turning head south of the site, and access the proposed loading bay before egressing into Lord Street.

4.3.2 On collection days, refuse bins will be brought up from the basement bin store to the street for collection.

4.3.3 More details on the waste collection schedule and number of bins proposed are provided in a Waste Management Strategy prepared by Curtins (Document Reference: **88153-CUR-XX-XX-T-TP-00003**).

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including office land uses.
- 5.1.3 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that many of the office and residential sites are in no way comparable to modern buildings located in highly sustainable areas of Manchester City Centre, with even those in accessible city centres typically having significantly higher parking provision than the level proposed.

5.2 Existing Trip Generation

- 5.2.1 The site is currently a brownfield site and does not generate any trips.

5.3 Forecasted Trip Generation

- 5.3.1 The full search criteria used in the TRICS database are included in **Appendix B**, applying the following:
- Land Use: 02/A – Flats Privately Owned;
 - Regions: Great Britain;
 - Location Type: Town Centre; and
 - Parking Spaces Per Dwelling: 0.5 or fewer.
- 5.3.2 The TRICS sample is limited to one survey of 194 flats (slightly less than a quarter of that proposed) with 0.27 car parking spaces per dwelling in April 2019.
- 5.3.3 As such, it does not account for post-Covid travel trends, particularly the rise of home working, which is likely to have lowered people and vehicle trips in the peak hours.
- 5.3.4 The total people trip rates and generation for the proposed flats are provided in **Table 6.4** below:

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
People						
AM (08:00 – 09:00)	0.077	0.521	0.598	17	113	130
PM (17:00 – 18:00)	0.206	0.108	0.314	45	23	68
Daily (07:00-21:00)	2.212	2.423	4.635	480	526	1006
Vehicles						
AM (08:00 – 09:00)	0.021	0.031	0.052	5	7	11
PM (17:00 – 18:00)	0.046	0.021	0.067	10	5	15
Daily (07:00-21:00)	0.453	0.418	0.871	98	91	189

Table 5.1 – Proposed Flats Trip Rates and Generation

- 5.3.5 **Table 6.4** demonstrates that there could be 11 and 15 two-way vehicular movements generated by the proposed flats in the AM and PM peak, respectively.

5.4 Highway Impact Summary

- 5.4.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

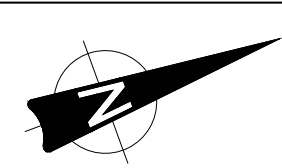
6.1 Summary

- 6.1.1 Curtins has been appointed by Linear Living Ltd (the Client) to provide transport and highways advice in relation to a planning application for residential development on Lord Street, in the Green Quarter area of Manchester.
- 6.1.2 The proposals consist of a 24-storey tower comprising 251 residential units. This includes a mix of one- and two-bedroom apartments and townhouses.
- 6.1.3 The proposals include a total of 251 cycle parking spaces, including 239 standard cycle spaces and 12 non-standard cycle spaces.
- 6.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.1.5 Relevant details of the proposed site layout, access, and servicing arrangements have been provided.
- 6.1.6 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 6.1.7 Trip generation forecasts using TRICS data have demonstrated that there could be 11 and 15 two-way vehicular movements generated by the proposed flats in the AM and PM peak, respectively. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 6.1.8 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 6.1.9 A review of relevant national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

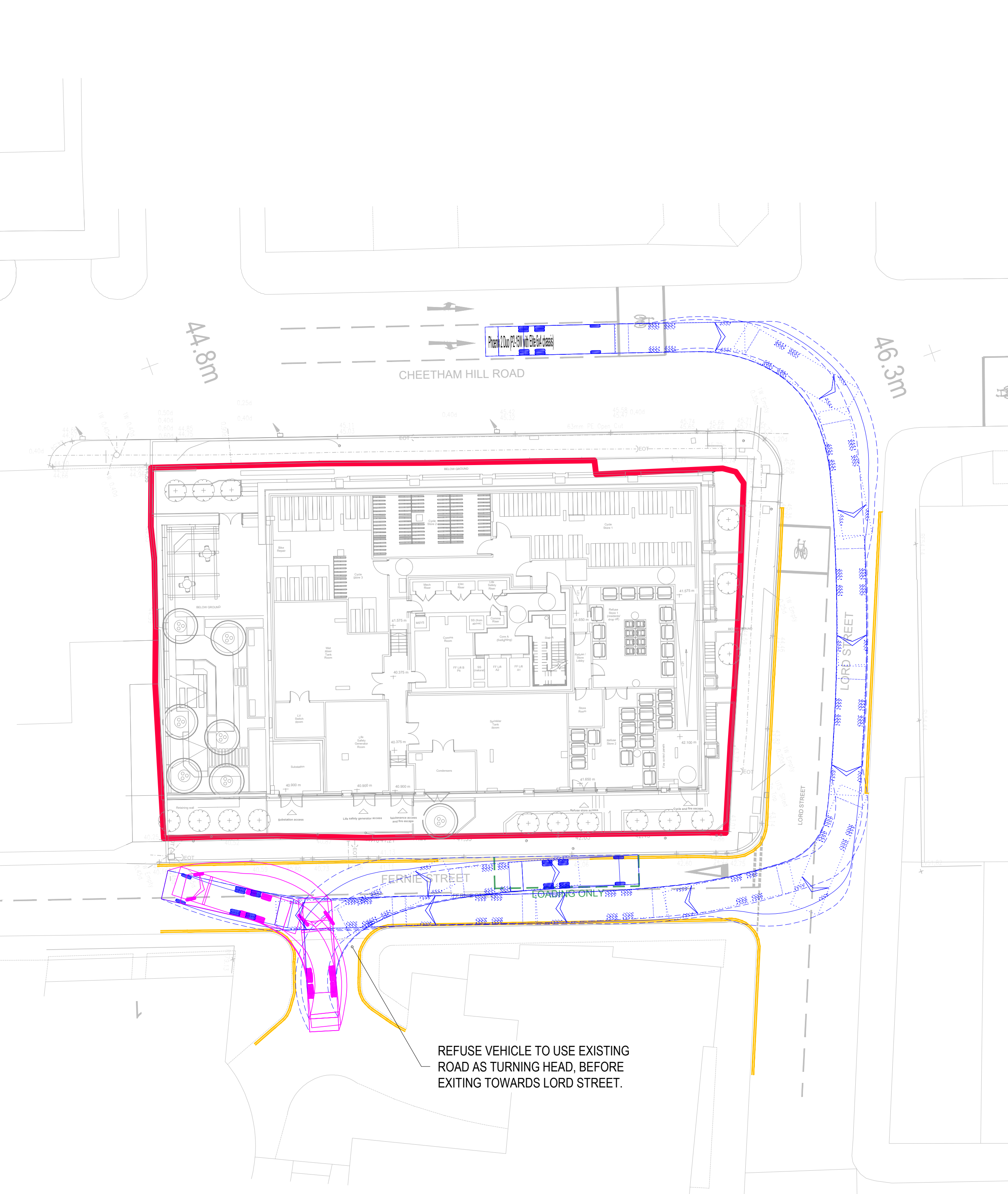
6.2 Conclusions

- 6.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

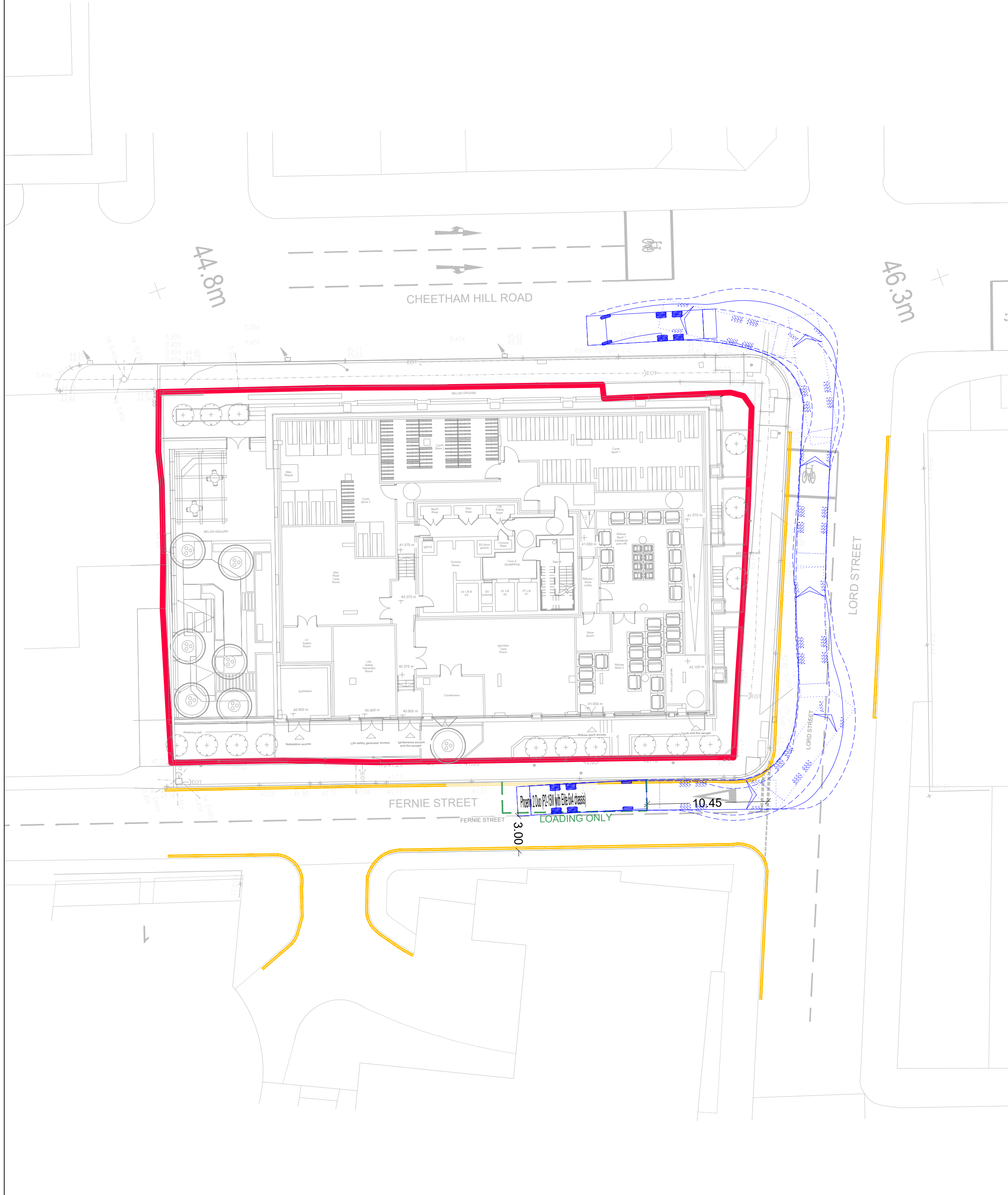
Drawings



PROPOSED WASTE MANAGEMENT STRATEGY



SWEPT PATH ANALYSIS: REFUSE VEHICLE - EGRESS

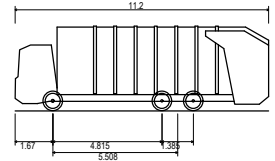


GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- BASED ON OS MAPPING AND TOPO SURVEY MAPPING PROVIDED BY AEW ARCHITECTS
- BASED ON AEW ARCHITECTS' SITE LAYOUT DRAWING REF.: "NO1LOR-AEW-XX-B1-DR-A-05200-P04-Proposed GA Plan - Basement"

KEY: — INDICATIVE RED LINE BOUNDARY (as supplied by AEW)
--- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:



Phoenix 2 Duo (P2-19W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.500m
Overall Body Height 3.750m
Max Body Ground Clearance 0.340m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Rev.	Description:	Date:	By:	Chkd:
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Curtins

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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status: **PRELIMINARY**

Project: **LORD STREET, MANCHESTER**

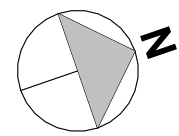
Dwg Title: **SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE**

Drawn By MQ	Designed By MQ	Checked By AT
Date 28/01/26	Scales @ A1 1:250	

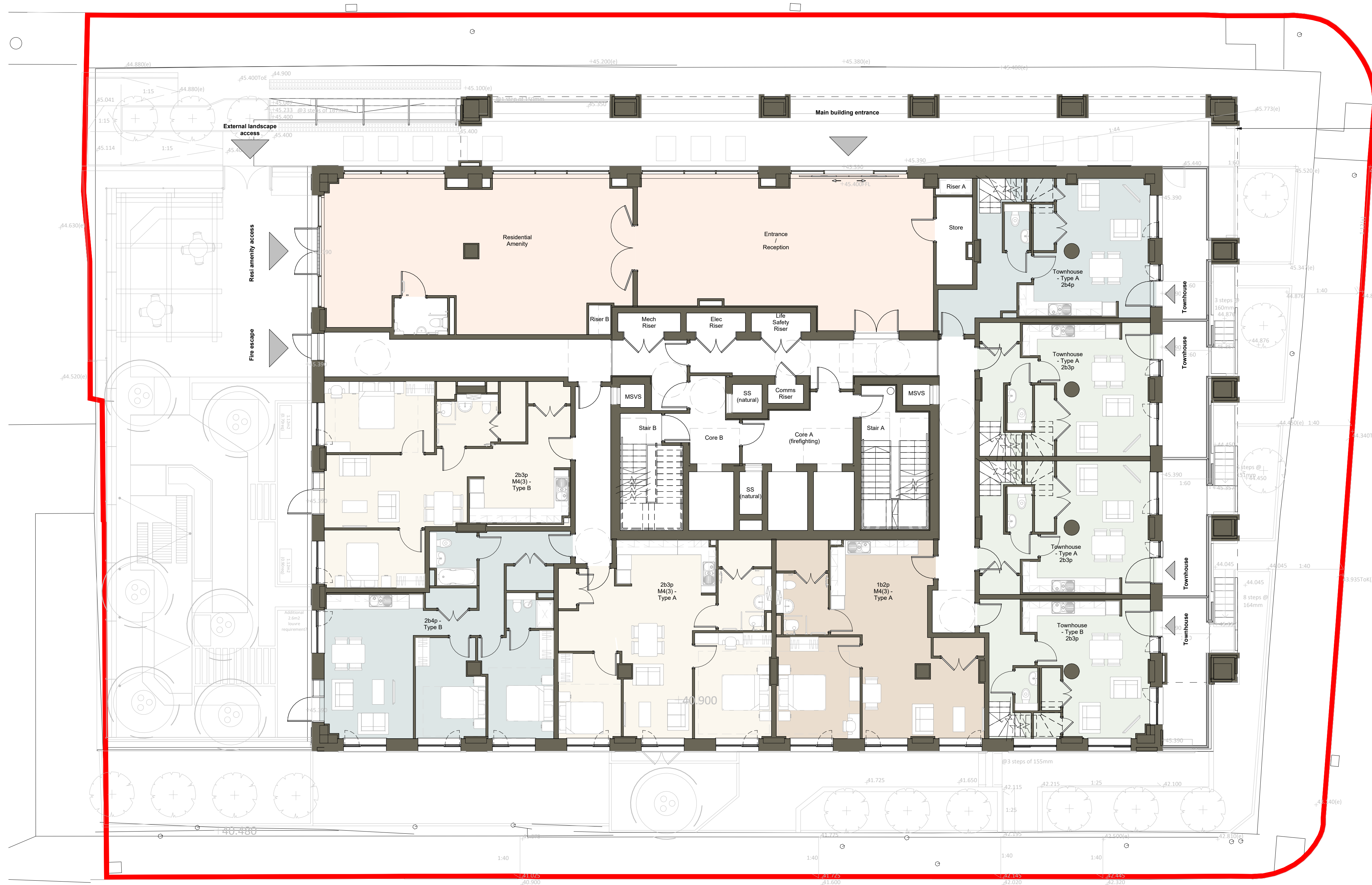
Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
88153 - CUR - XX - 00 - D -TP- 05001	P01

\\MAFS-1\Project\088001 - 088000081153 - Lord Street, Manchester\03-2-Delivery\1106-Drawings\

Appendix A – Proposed Site Layout



CHEETHAM HILL ROAD



FERNIE STREET

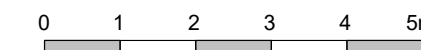
LORD STREET

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
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- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

This drawing contains the following model files: -

NO1LOR-AEW-B1-ZZ-M3-A-00100
NO1LOR-CIV-XX-XX-M3-S-00001



Scale @ 1:100

Planning Application Boundary
Area: 1,946m² / 0.48 acre / 0.19 hec
Red boundary lines based on topographical survey by ND Oliver & Co filed 13188 / 001 dated 31/01/2025.

Apartment Type Key

- 1b2p M4(3)
- 2b3p
- 2b3p M4(3)
- 2b4p
- Residential Amenity

P04	19/12/25	Red line boundary updated to include footpath	RC	BS
P03	18/12/25	Core updated	RC	PBH
P02	14/11/25	Draft Planning Issue	KS	PBH
P01	21/08/25	Initial Issue	KS	BS
Rev	Date	Description	Drawn by	Checked By

Status	Purpose of Issue
S2	For Information

drawing stage **Stage 3**

client

Linear UK

project

Manchester, Lord Street

drawing title

Proposed GA Plan - Ground Floor

date	26/06/25	drawn	KS
scale @ A1	As indicated	checked	BS

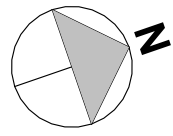
Rev
P04

Dwg No
NO1LOR-AEW-XX-00-DR-A-05201

aew architects
0161 214 4370
www.aewarchitects.com



AEW Internal Ref Number: 14374



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- Any discrepancies are to be reported to the architect before any work commences.
- Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
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This drawing contains the following model files: -

NO1LOR-AEW-B1-ZZ-M3-A-00100
NO1LOR-CIV-XX-XX-M3-S-00001

0 1 2 3 4 5m

Scale @ 1:100

Planning Application Boundary
Area: 1,948m² / 0.48 acre / 0.19 hec
Red boundary lines based on
topographical survey by ND Oliver &
Co titled '13189 / 001' dated
31/01/2025.

P04	19/12/25	Red line boundary updated to include footpath	RC	BS
P03	18/12/25	Core updated	RC	PBH
P02	14/11/25	Draft Planning Issue	KS	PBH
P01	21/08/25	Initial issue	KS	BS
Rev	Date	Description	Drawn by	Checked By

Status Purpose of Issue
S2 For Information

drawing stage **Stage 3**

client

Linear UK

project

Manchester, Lord Street

drawing title

Proposed GA Plan - Basement

date 18/08/25 drawn KS
scale @ A1 As indicated checked BS

Rev

P04

NO1LOR-AEW-XX-B1-DR-A-05200

Dwg No

aew architects
0161 214 4370
www.aewarchitects.com

AEW

AEW Internal Ref Number: 14374

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-250116-0138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
HM HAMMERSMITH AND FULHAM 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: No of Dwellings
Actual Range: 194 to 194 (units:)
Range Selected by User: 6 to 724 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.07 to .5 Actual: 0.07 to 4.38

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/24

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:**Use Class:**

C3 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

50,001 to 100,000

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

1 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

*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

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

6b (High) Excellent

1 days

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

LIST OF SITES relevant to selection parameters

1	HM-03-C-02	BLOCKS OF FLATS	HAMMERSMITH AND FULHAM
	GLENTHORNE ROAD		
	HAMMERSMITH		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	194	
	Survey date: TUESDAY	30/04/19	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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 5.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.031	1	194	0.052	1	194	0.083
08:00 - 09:00	1	194	0.021	1	194	0.031	1	194	0.052
09:00 - 10:00	1	194	0.041	1	194	0.036	1	194	0.077
10:00 - 11:00	1	194	0.041	1	194	0.031	1	194	0.072
11:00 - 12:00	1	194	0.021	1	194	0.036	1	194	0.057
12:00 - 13:00	1	194	0.015	1	194	0.021	1	194	0.036
13:00 - 14:00	1	194	0.021	1	194	0.031	1	194	0.052
14:00 - 15:00	1	194	0.010	1	194	0.010	1	194	0.020
15:00 - 16:00	1	194	0.031	1	194	0.026	1	194	0.057
16:00 - 17:00	1	194	0.057	1	194	0.031	1	194	0.088
17:00 - 18:00	1	194	0.046	1	194	0.021	1	194	0.067
18:00 - 19:00	1	194	0.062	1	194	0.036	1	194	0.098
19:00 - 20:00	1	194	0.046	1	194	0.046	1	194	0.092
20:00 - 21:00	1	194	0.010	1	194	0.010	1	194	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.453			0.418			0.871

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

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

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Parameter summary

Trip rate parameter range selected:	194 - 194 (units:)
Survey date range:	01/01/16 - 05/09/24
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.005	1	194	0.005	1	194	0.010
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.005	1	194	0.005	1	194	0.010
10:00 - 11:00	1	194	0.010	1	194	0.010	1	194	0.020
11:00 - 12:00	1	194	0.000	1	194	0.000	1	194	0.000
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.000	1	194	0.000	1	194	0.000
15:00 - 16:00	1	194	0.005	1	194	0.005	1	194	0.010
16:00 - 17:00	1	194	0.000	1	194	0.000	1	194	0.000
17:00 - 18:00	1	194	0.000	1	194	0.000	1	194	0.000
18:00 - 19:00	1	194	0.000	1	194	0.000	1	194	0.000
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.005	1	194	0.005	1	194	0.010
09:00 - 10:00	1	194	0.005	1	194	0.005	1	194	0.010
10:00 - 11:00	1	194	0.000	1	194	0.000	1	194	0.000
11:00 - 12:00	1	194	0.005	1	194	0.005	1	194	0.010
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.000	1	194	0.000	1	194	0.000
15:00 - 16:00	1	194	0.000	1	194	0.000	1	194	0.000
16:00 - 17:00	1	194	0.000	1	194	0.000	1	194	0.000
17:00 - 18:00	1	194	0.000	1	194	0.000	1	194	0.000
18:00 - 19:00	1	194	0.000	1	194	0.000	1	194	0.000
19:00 - 20:00	1	194	0.000	1	194	0.000	1	194	0.000
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.010	1	194	0.010
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	1	194	0.005	1	194	0.015	1	194	0.020
11:00 - 12:00	1	194	0.000	1	194	0.000	1	194	0.000
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.010	1	194	0.005	1	194	0.015
15:00 - 16:00	1	194	0.000	1	194	0.000	1	194	0.000
16:00 - 17:00	1	194	0.010	1	194	0.000	1	194	0.010
17:00 - 18:00	1	194	0.005	1	194	0.005	1	194	0.010
18:00 - 19:00	1	194	0.000	1	194	0.000	1	194	0.000
19:00 - 20:00	1	194	0.010	1	194	0.000	1	194	0.010
20:00 - 21:00	1	194	0.005	1	194	0.005	1	194	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.040			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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.005	1	194	0.041	1	194	0.046
08:00 - 09:00	1	194	0.015	1	194	0.113	1	194	0.128
09:00 - 10:00	1	194	0.015	1	194	0.062	1	194	0.077
10:00 - 11:00	1	194	0.046	1	194	0.010	1	194	0.056
11:00 - 12:00	1	194	0.026	1	194	0.021	1	194	0.047
12:00 - 13:00	1	194	0.005	1	194	0.026	1	194	0.031
13:00 - 14:00	1	194	0.036	1	194	0.031	1	194	0.067
14:00 - 15:00	1	194	0.041	1	194	0.062	1	194	0.103
15:00 - 16:00	1	194	0.052	1	194	0.041	1	194	0.093
16:00 - 17:00	1	194	0.072	1	194	0.041	1	194	0.113
17:00 - 18:00	1	194	0.052	1	194	0.036	1	194	0.088
18:00 - 19:00	1	194	0.144	1	194	0.082	1	194	0.226
19:00 - 20:00	1	194	0.072	1	194	0.026	1	194	0.098
20:00 - 21:00	1	194	0.046	1	194	0.082	1	194	0.128
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.627			0.674			1.301

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.026	1	194	0.247	1	194	0.273
08:00 - 09:00	1	194	0.041	1	194	0.356	1	194	0.397
09:00 - 10:00	1	194	0.041	1	194	0.057	1	194	0.098
10:00 - 11:00	1	194	0.057	1	194	0.062	1	194	0.119
11:00 - 12:00	1	194	0.031	1	194	0.077	1	194	0.108
12:00 - 13:00	1	194	0.052	1	194	0.067	1	194	0.119
13:00 - 14:00	1	194	0.062	1	194	0.041	1	194	0.103
14:00 - 15:00	1	194	0.062	1	194	0.036	1	194	0.098
15:00 - 16:00	1	194	0.031	1	194	0.046	1	194	0.077
16:00 - 17:00	1	194	0.041	1	194	0.052	1	194	0.093
17:00 - 18:00	1	194	0.077	1	194	0.036	1	194	0.113
18:00 - 19:00	1	194	0.247	1	194	0.041	1	194	0.288
19:00 - 20:00	1	194	0.124	1	194	0.021	1	194	0.145
20:00 - 21:00	1	194	0.077	1	194	0.026	1	194	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.969			1.165			2.134

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 5.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.072	1	194	0.356	1	194	0.428
08:00 - 09:00	1	194	0.077	1	194	0.521	1	194	0.598
09:00 - 10:00	1	194	0.103	1	194	0.170	1	194	0.273
10:00 - 11:00	1	194	0.155	1	194	0.129	1	194	0.284
11:00 - 12:00	1	194	0.077	1	194	0.139	1	194	0.216
12:00 - 13:00	1	194	0.072	1	194	0.119	1	194	0.191
13:00 - 14:00	1	194	0.119	1	194	0.124	1	194	0.243
14:00 - 15:00	1	194	0.124	1	194	0.113	1	194	0.237
15:00 - 16:00	1	194	0.119	1	194	0.113	1	194	0.232
16:00 - 17:00	1	194	0.201	1	194	0.124	1	194	0.325
17:00 - 18:00	1	194	0.206	1	194	0.108	1	194	0.314
18:00 - 19:00	1	194	0.485	1	194	0.170	1	194	0.655
19:00 - 20:00	1	194	0.258	1	194	0.108	1	194	0.366
20:00 - 21:00	1	194	0.144	1	194	0.129	1	194	0.273
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.212			2.423			4.635

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.015	1	194	0.036	1	194	0.051
08:00 - 09:00	1	194	0.005	1	194	0.021	1	194	0.026
09:00 - 10:00	1	194	0.015	1	194	0.005	1	194	0.020
10:00 - 11:00	1	194	0.005	1	194	0.010	1	194	0.015
11:00 - 12:00	1	194	0.010	1	194	0.015	1	194	0.025
12:00 - 13:00	1	194	0.015	1	194	0.015	1	194	0.030
13:00 - 14:00	1	194	0.010	1	194	0.021	1	194	0.031
14:00 - 15:00	1	194	0.005	1	194	0.000	1	194	0.005
15:00 - 16:00	1	194	0.005	1	194	0.000	1	194	0.005
16:00 - 17:00	1	194	0.031	1	194	0.005	1	194	0.036
17:00 - 18:00	1	194	0.041	1	194	0.015	1	194	0.056
18:00 - 19:00	1	194	0.046	1	194	0.021	1	194	0.067
19:00 - 20:00	1	194	0.015	1	194	0.015	1	194	0.030
20:00 - 21:00	1	194	0.010	1	194	0.010	1	194	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.228			0.189			0.417

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.010	1	194	0.010	1	194	0.020
08:00 - 09:00	1	194	0.010	1	194	0.005	1	194	0.015
09:00 - 10:00	1	194	0.015	1	194	0.021	1	194	0.036
10:00 - 11:00	1	194	0.010	1	194	0.005	1	194	0.015
11:00 - 12:00	1	194	0.005	1	194	0.010	1	194	0.015
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.010	1	194	0.010	1	194	0.020
14:00 - 15:00	1	194	0.000	1	194	0.005	1	194	0.005
15:00 - 16:00	1	194	0.015	1	194	0.015	1	194	0.030
16:00 - 17:00	1	194	0.021	1	194	0.021	1	194	0.042
17:00 - 18:00	1	194	0.005	1	194	0.005	1	194	0.010
18:00 - 19:00	1	194	0.005	1	194	0.005	1	194	0.010
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.122			0.238

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	1	194	0.015	1	194	0.005	1	194	0.020
11:00 - 12:00	1	194	0.000	1	194	0.005	1	194	0.005
12:00 - 13:00	1	194	0.000	1	194	0.005	1	194	0.005
13:00 - 14:00	1	194	0.000	1	194	0.000	1	194	0.000
14:00 - 15:00	1	194	0.005	1	194	0.005	1	194	0.010
15:00 - 16:00	1	194	0.005	1	194	0.005	1	194	0.010
16:00 - 17:00	1	194	0.005	1	194	0.005	1	194	0.010
17:00 - 18:00	1	194	0.000	1	194	0.000	1	194	0.000
18:00 - 19:00	1	194	0.010	1	194	0.010	1	194	0.020
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	1	194	0.015	1	194	0.015	1	194	0.030
08:00 - 09:00	1	194	0.015	1	194	0.015	1	194	0.030
09:00 - 10:00	1	194	0.021	1	194	0.021	1	194	0.042
10:00 - 11:00	1	194	0.015	1	194	0.010	1	194	0.025
11:00 - 12:00	1	194	0.010	1	194	0.015	1	194	0.025
12:00 - 13:00	1	194	0.000	1	194	0.000	1	194	0.000
13:00 - 14:00	1	194	0.015	1	194	0.015	1	194	0.030
14:00 - 15:00	1	194	0.000	1	194	0.000	1	194	0.000
15:00 - 16:00	1	194	0.015	1	194	0.015	1	194	0.030
16:00 - 17:00	1	194	0.026	1	194	0.026	1	194	0.052
17:00 - 18:00	1	194	0.005	1	194	0.005	1	194	0.010
18:00 - 19:00	1	194	0.010	1	194	0.010	1	194	0.020
19:00 - 20:00	1	194	0.010	1	194	0.010	1	194	0.020
20:00 - 21:00	1	194	0.000	1	194	0.000	1	194	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.157			0.314

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

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

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