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4 Sustainable Access

4 Sustainable Access

4.1 Introduction

Manchester Airport is extremely well served by the extensive public transport links between Airport and the surrounding conurbation. The links serve local, regional and ultimately national destinations. The rail and bus services to the Airport are reliable and frequent, providing a connection to Manchester City Centre for both employees and visitors to use. The proposal benefits from the existing transport links and is a unique and sustainable site for future developments.

The proposed site is linked with bus routes which allow passengers to travel from the site into Manchester Airport to link to the Transport Interchange to connect to different bus and train services.

Manchester Airport is extremely well served by the extensive public transport links serving local, regional and national destinations, all of which are underpinned by the 2007 Ground Transport plan that seeks to:

- Set a clear framework to guide development and management of surface access to the airport site up to 2030 in line with the Airport White Paper;
- Set challenging targets and aspirations for surface access; and
- Identify future surface access capacity and development proposals

4.2 Bus Accessibility

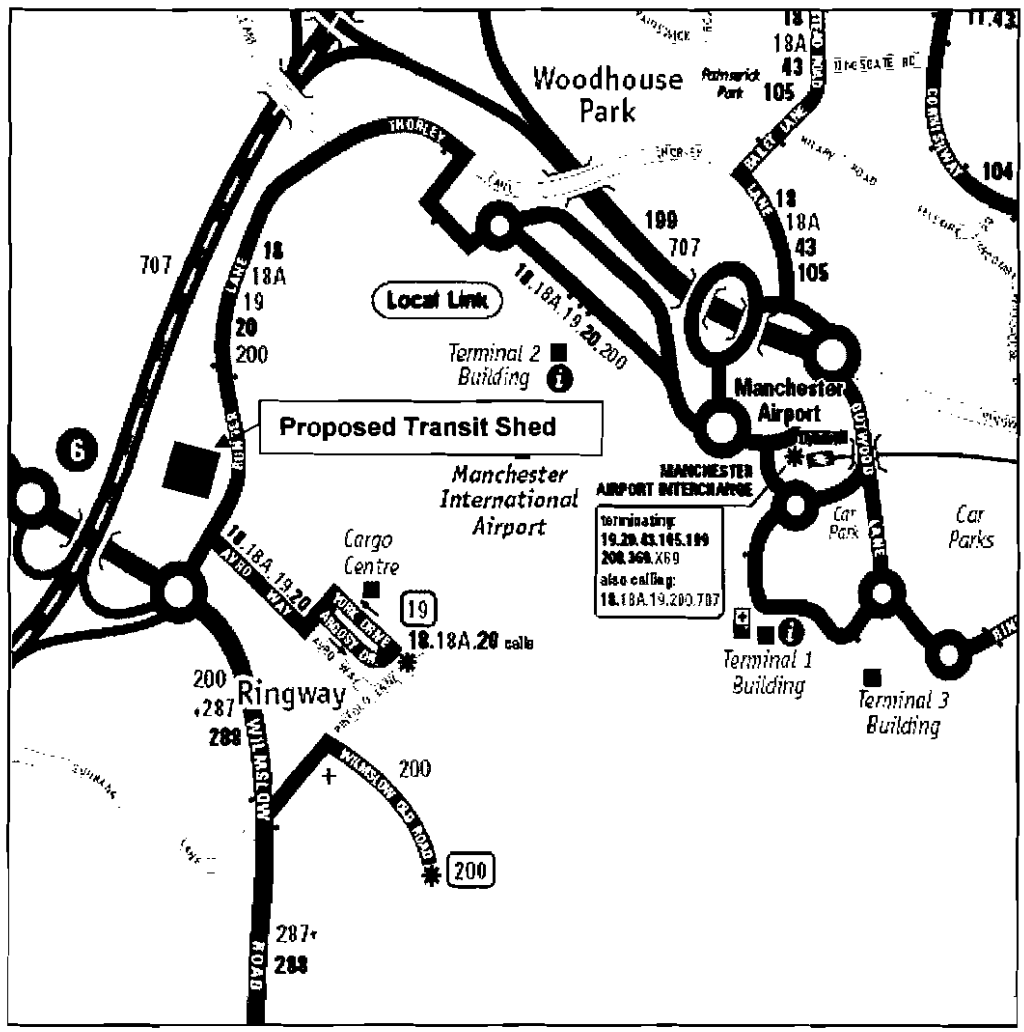
There are a number of bus services that stop within close proximity of the site including;

- Arriva 19 – runs every 10 minutes to Altrincham, Broadheath, Woodheys, Ashton upon Mersey, Sale, Sale Moor, Baguley, Newall Green and Wythenshawe;
- Arriva 18 – runs every 30 minutes from Trafford centre, Stretford, Arndale centre, Sale, Baguley, Wythenshawe; and
- Arriva 20 – runs every 30 minutes from Altrincham interchange, Timperley Village, Well Green, Hale Barns, Cargo centre.

The following services all pass via the Manchester Airport Interchange station where additional services are available throughout Manchester and to the development site (as above), these include the following services:

- Stagecoach 43 – runs every 10 minutes from Manchester City Centre via Rusholme, Fallowfield, Withington, Northenden and Wythenshawe;
- Stagecoach 105 – from Manchester City centre via Princess Road, Southern Cemetery, Northenden, Benchill, Wythenshawe and Partway;
- Stagecoach 369 – runs from Stockport Bus Station via Edgeley Adswood, Cheadle Hulme and Heald Green and Wythenshawe;
- Skyline 199 – Runs from Buxton via New Mills, Hazel Grove, Disley and Stockport; and
- Arriva 287 and 288 – runs an hourly service between Altrincham and Knutsford and travels along Wilmslow Road (A538), to the south of the proposed development site.

Figure 4.1 details the location of bus stops and routes within the area close to the Manchester Airport site.



4.3 Rail Accessibility

Manchester International Airport is well connected by rail links and is accessible from over 100 destinations across the North of England, including Manchester, Liverpool, Sheffield, Leeds, Hull and Newcastle. The most frequent service to the airport is from Manchester Piccadilly railway station in Manchester City Centre, with up to 6 trains per hour, each taking less than 20 minutes per journey, 24 hours a day 7 days a week. **Table 4.1** details train frequency from the Airport to Manchester City Centre. Piccadilly railway station allows for rail connections across the country, including London, Birmingham and Glasgow and Manchester and Metrolink connections across Greater Manchester, including Altrincham, Bury and Eccles. However, a further journey by one of the bus services described above is required to reach the site.

Table 4.1 – Train Service Frequency

Rail Service Frequency from Manchester to Manchester Airport (per hour)		
Mondays to Saturdays		
Overnight	**Daytime**	**Late Evening**
1-2	8	3 / 5
Sundays		
Overnight	**Daytime**	**Late Evening**
1	4 / 5	4

4.4 Pedestrian Access

Pedestrian access to the site is limited. Hale Barns, a residential area located close to the proposed site, is the only realistic area that potential workers can travel to and from on foot. There is an existing footway network leading through the A538/M56 roundabout. This currently

leads to the Runger Lane junction and then terminates, so that pedestrians are obliged to cross to the southerly side of Runger Lane to walk along that road, or to continue straight ahead on the A538 towards Wilmslow. Pedestrian crossing facilities have been provided at the traffic signals on Runger Lane/A538 to allow pedestrian movement. Pedestrians are unlikely to travel to the site from the Terminal buildings due the distance and lack of direct access.

4.5 **Cycle Access**

Manchester Airport is linked to the cycle network from all directions and throughout the airport site, in order to encourage people to cycle to the airport. There are numerous facilities provided around the airport. The cycle centre is located at Manchester Airport Interchange Station allowing ease of movement to other modes of transport. There are also numerous cycle parking facilities. One is located off Avro way, close to the site. Signalised crossings are also provided throughout the airport's road network. Shower and locker facilities are offered, but only in the old cycle centre portakabin and Terminal 2 building. Specific cycle provision for the area around the site has been described in Chapter 3 of this report.

4.6 **Travel Planning**

Manchester Airport employs a full time Travel Planner to oversee the running of sustainable modes of transport. The scheme which has been set up to promote specific ideas and modes of transport is called Travelution. Six key points have been produced which outline various modes and methods to reduce or prevent the option of single occupancy vehicles. The six steps include;

- Bus Facilities;
- Rail Services;
- Bicycle Provision;
- Walking;
- Car Sharing – Employees engaging in a car sharing scheme which can reduce cost, congestion and fuel consumption; and
- Flexible Working i.e. working from home.

A separate Travel Plan has been prepared and is designed for the Western area of Manchester Airport. This encompasses the Cargo Centre and ultimately, the Transit Unit developments proposed. This Green Travel Plan can be found in **Appendix A**.

The aim of this Travel Plan is to reduce the number of staff travelling to and from work by single occupancy vehicles and encourage sustainable travel modes.

4.7 **Ground Transport Strategy**

Manchester Airport currently has a Ground Transport Strategy in place in order to address the issues of vehicular congestion and access problems to the Airport. The following comes directly from their Ground Transport Strategy vision.

'The Ground Transport Strategy addresses the surface access issues of a growing airport. It upholds the vision of an integrated public transport plan for passengers, employees and service partners. It looks forward to the challenges of reducing dependency on the private car by the development of more convenient, affordable public transport links.

Our Ground Transport objectives are:

- Providing quality, choice and reliability;
- Increasing public transport use; and
- Managing car demand and the growing pressure on transport infrastructure.

We will achieve these by:

- Increasing capacity on key transport routes;
- Extending our network of public transport services both in frequency and destination;
- Improving service quality and facilities;
- Proactively managing road traffic demand by passengers and staff;

- Developing new and innovative solutions eg further demand responsive schemes; and
- Reducing the number of car journeys per air trip by offering alternatives to kiss and fly and private hire.'

4.8 National Planning Policy – PPG 13

PPG13 'Transport' was revised in March 2001. This document provides advice on how local authorities should integrate transport and land use planning for all types of development.

The key aim of PPG13 is to ensure that local authorities carry out their land use policies and transport programmes in ways which help to:

- Promote more sustainable transport choices both for people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

Consideration of PPG13 is fundamental to development proposals and lies at the core of the Government's commitments in the Sustainable Development Strategy to reduce the need to travel with the aim of reducing overall the environmental impacts of transport.

In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should, amongst other things:

(i) Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town or district centres and near to major public transport interchanges.
(ii) Locate local and day to day facilities, which need to be near their clients in local centres so that they are accessible by walking and cycling.
(iii) Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling.
(iv) Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling, recognising that this may be less achievable in some rural areas.

The proposed development supports the aims and objectives of national policy as set out in PPG 13 and the Transport and Sustainability White Papers by being located adjacent to existing areas of residential, local retail and employment areas and also close to major public transport corridors.

5 Traffic Impact

5 Traffic Impact

5.1 Introduction

As described above, the proposed Transit Units includes both B1 and B8 space with an associated 146 car parking spaces to be developed across two separate sites. The car park to Transit Unit A is located south of and adjacent to the Runger Lane / Avro Way junction with the second, associated to Transit Unit B located off the new link road to the south west of Manchester Airport.

It is important to note that the Airport is the main traffic generator with the function of the entire Cargo Centre being to provide a service for Airport functions.

5.2 TRICS Analysis

A basic trip generation calculation has been produced from the TRICS database to show the potential impact which may arise as a result of the proposals. The figures derived from the database for warehouse developments are average figures, rather than 85th percentile rates. This is due to survey numbers being low and an 85th percentile trip rate would not give an accurate figure. However, office trip rates have been calculated using 85th percentile trip rates as there is a higher chance vehicles will arrive and depart during AM and PM peak hours. The figures are purely to provide a general idea of the predicted traffic flows as a result of the proposals.

Table 5.1 – TRICS Database Trip Rates – Transit Unit A

Warehouse - Commercial - Average					
AM	GFA	Arrivals	Total	Departures	Total
	14652	0.218	32	0.101	15
PM		Arrivals	Total	Departures	Total
	14652	0.12	18	0.215	32
Office - Average					
AM	GFA	Arrivals	Total	Departures	Total
	3586	2.024	73	0.293	11
PM		Arrivals	Total	Departures	Total
	3586	0.336	12	1.535	55
Office - 85th Percentile					
AM	GFA	Arrivals	Total	Departures	Total
	3586	3.045	109	0.323	12
PM		Arrivals	Total	Departures	Total
	3586	0.784	28	2.399	86

Table 5.2 - TRICS Database Trip Rates – Transit Unit B

Warehouse - Commercial - Average					
AM	GFA	Arrivals	Total	Departures	Total
	4087	0.218	9	0.101	4
PM		Arrivals	Total	Departures	Total
	4087	0.12	5	0.215	9
Office - Average					
AM	GFA	Arrivals	Total	Departures	Total
	500	2.024	10	0.293	1
PM		Arrivals	Total	Departures	Total
	500	0.336	2	1.535	8
Office - 85th Percentile					
AM	GFA	Arrivals	Total	Departures	Total
	500	3.045	15	0.323	2
PM		Arrivals	Total	Departures	Total
	500	0.784	4	2.399	12

It is worth noting that the flows shown in **Table 5.1 and Table 5.2** are approximate figures and it is likely that the actual flows will be significantly lower due to the close proximity to the Airport and sustainable Public Transport facilities.

It is also worth considering that the flows between the Warehouse use and Office use may be linked and therefore the trips derived from the TRICS database are potentially overestimated. However, this makes for a robust assessment of the development.

5.2.1 *Reassignment of Runger Lane*

It will be necessary to reassign the Runger Lane flows in both the AM and PM peak hour. As detailed previously, a section of Runger Lane will be realigned and will connect from the junction of Avro Way and link into the existing single carriageway towards the Airport. Therefore, the flows from Runger Lane will be replaced on to the new road alignment, creating little or no change to the overall operation of the network. The only significant change will arise from the off slip from the M56 motorway which will link up to the new road and therefore providing a more direct route for vehicles accessing the Airport Terminals.

In effect, it is assumed that there will be little or no change with regard to redistribution, as the trips made on the existing Runger Lane will be displaced on to the proposed new road alignment.

5.3 Forecast Traffic Flows

The traffic implications of the redevelopment were examined by undertaking future year operational assessments of junctions compromising the study area.

In order to gain an idea of traffic flows around the proposed development, traffic was surveyed around the road network and also where the proposed new road will be located. This will mean any vehicles that currently use Runger Lane will be transferred to the new road.

Forecast traffic flows for the wider airport development have been accounted for in a matrix which details the predicted flows across highway network surrounding the Airport. This matrix can is found in **Appendix B** and has been subject to approval in the past by both the Highways Agency and MCC and these flows have been used in the development of the new blue works junction improvements at M56 J6. Within the development of these flow matrices the committed developments at Davenport Green and also an extremely low public transport mode share for the airport have been incorporated. The matrices also incorporate an increased flow level for the cargo centre that equates to approximately 1350 2-way trips in the morning and evening peaks. This is a considerable increase over the existing 2-way flows associated with the cargo centre which are approximately 780 in the morning peak and 630 in the evening peak.

Given the current base flows and the generated flows derived from the TRICS analysis and comparing these with the flows within the demand matrices it can be seen that generated vehicles proposed to access the new developments are taken account of within the Demand Matrices during both AM and PM peak hour periods. It can be said that these flows have already been accounted for in the assessments for the blue works design with considerable further additional vehicle capacity for further cargo centre developments being still available.

5.4 Further Highway Improvements

As previously mentioned, various improvements to the surrounding Highway network have been proposed. These are known as the 'Rainbow Works' and include upgrading Junction 6 of the M56, the development of a dual carriageway link to Terminal 2 and improvements to the M56.

The development of the dual carriageway links into the proposals surrounding the Transit Unit B development will ultimately improve future capacity in and around the Airport network. Information on this work can be found in the published Ground Transport Plan, part of Manchester Airport Masterplan.

6 Summary and Conclusion

6 Summary and Conclusion

6.1 Summary

In summary of the proposals for the Transit Units, the following points can be made:

- A total 14,652 sqm is proposed for Transit Unit A and 4,587sqm for Transit Unit B, with Warehouse and Office accommodation in both developments. Car parking space is to be provided adjacent to the Transit Units on both sites;
- The development is well located in context with the Airport site, allowing easy and direct access to and from the M56 and within the Airport boundary;
- From a transport perspective, the Transit Units are sited in an accessible location for both staff and visitors;
- The proposed pedestrian facilities aim to provide good access to both sites; and
- Cyclists can approach the site from all directions via dedicated cycle facilities which form part of the highways scheme to be implemented by Manchester City Council.

6.2 Conclusion

The development of both Transit Units are proposed along with the forthcoming proposals to introduce the Blue and Yellow works which form part of the expansion to Junction 6 of M56 and new link road. The closure of Runger Lane and the construction of the new link road will have an influence on current traffic movements around the highway network and Airport. However, overall net impact of the development will be negligible as there is minimal growth of vehicles considering general increase in traffic as a result of increased passengers and freight to the Airport over the next ten years which has been accounted for in the design of the Blue and Yellow Works improvements and these proposals are merely the redistribution of existing flows with some small accumulation for development flows.

Due to the nature of the proposal itself, i.e. development of the Transit Units and associated link road; it is difficult to fully integrate public transport. Nevertheless, designs have taken into account pedestrians and cyclists to provide routes to the central airport core along the new roadway. Public transport links from beyond the airport area are already extensive and well used, with regular trains to and from Manchester Piccadilly and a relatively frequent bus services connecting many of the outlying residential areas, where airport staff are likely to live.

Appendix A

Appendix A

Transit Shed Extension Travel Plan

Introduction

The Transit Shed Green Travel Plan expands the intent of the Manchester Airport Travel Plan and will be encompassed within the West Side Area Travel Plan, currently being developed. This plan makes specific objectives in respect of the operational activities.

Manchester Airport has a well established Ground Transport Plan (2007) highlighting how the vision for fast, efficient and safe access to Manchester Airport will be achieved. This development will be able to take full advantage of the Airport Company's overall commitment to develop and manage surface access to the Airport site.

Manchester Airport is extremely well served with the extensive public transport links serving local, regional and national destinations. These are all underpinned by the 2007 Ground Transport Plan that seeks to:

- Set a clear framework to guide development and management of surface access to the airport site up to 2030 in line with the Air Transport White Paper;
- Set challenging targets and aspirations for surface access; and
- Identify future surface access capacity and development proposals.

Manchester Airport Travel Plan and development of the West Side Travel Plan

The aim of the Travel Plan is to reduce the growth in car traffic, to ease congestion and to avoid delays, especially during peak hours.

The development of the Transit Shed extension will be encompassed within the West Side Travel Plan. The West Side area has a number of major employers based there and the Travel Plan will help target a significant number of employees and provide opportunities to influence travel behaviour towards an increased use of public transport. The West Side travel plan will have significant impact on the traffic flows associated with developments and so help minimise the growth in vehicle trips in the future. To sustain growth, measures will be undertaken to improve accessibility to the site, and the Travel Plan for the area should help with access, reducing congestion and making the site more attractive for all companies and employees concerned.

The Manchester Airport Travel Planner is overseeing the development of the Travel Plan and influencing the travel behaviour at West Side, with support from the on-site companies and employees.

Data Collection and Monitoring

Manchester Airport already undertakes monthly travel to work surveys, and these include companies at West Side. However, the West Side Travel Plan will allow the development of an approach to staff travel that is particularly suited for the needs of the company's and the staff that work in the area. It will also enable the preparation of specific travel to work surveys that can then be compared to the main Airport site. The results of these surveys will be used to identify the transport needs of the business and their staff and ways to address them.

Analysis of the results will help to better understand:

1. Existing Public Transport Usage
2. Existing Pedestrian and Cycle Usage
3. Existence of Incentives already in place operated by businesses
4. The potential modal shift
5. Measures likely to be successful

Public Transport Provision

Bus Services

Figure 1 highlights the location of all bus stops at Manchester Airport, including those at West Side. The numbers on the diagram represents the bus services that operate in the area.

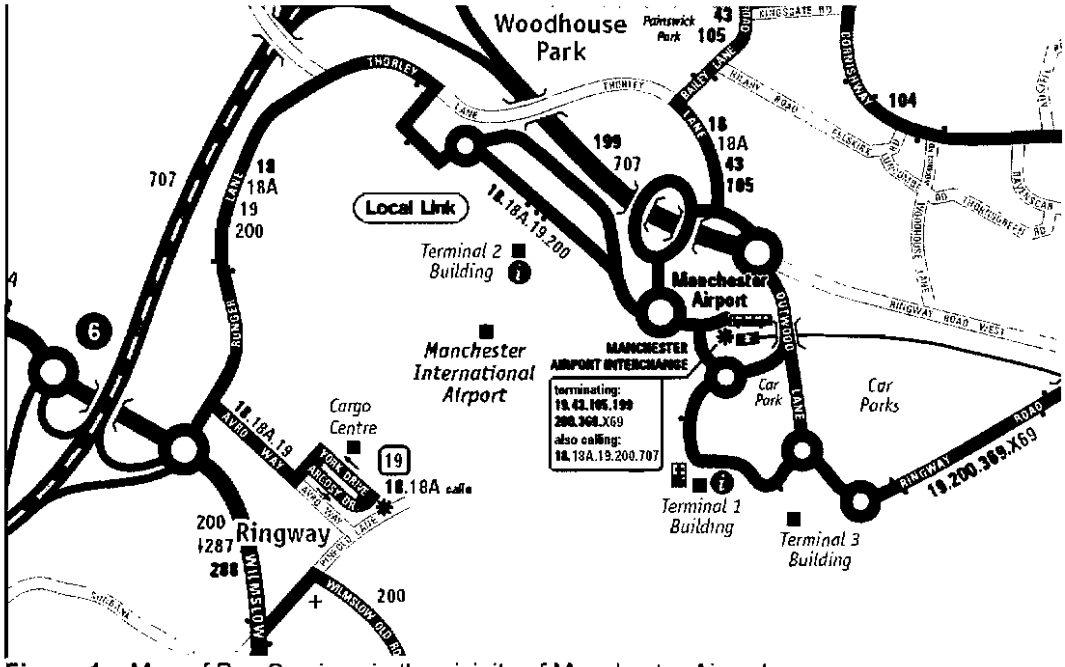


Figure 1 – Map of Bus Services in the vicinity of Manchester Airport

As can be seen from **Figure 1** there are two bus stops currently located on Viscount Drive and Argosy Drive, in the existing World Freight Terminal, adjacent to Buildings 302 and 308 respectively. It should be noted that there are plans to add future bus stops nearer to the site ideally located to serve the site and surrounding hotels.

Three buses currently serve the site. The 18/18A bus service provides regular half hourly services to West Side from 05:39 to 23:14 daily, and is supported by the 19 bus service that operates an hourly service between 00:13 and 06:57 each day. The route between The Station and the world Freight Terminal is presently free to Airport staff. The Styal Shuttle bus service operates on weekends and Bank Holidays and provides access to the Aviation Viewing Park as well as West Side.

The Ground Transport Interchange (The Station) located on the main site midway between Terminal 1 and Terminal 2 is the site of the Airport's main bus station. From here local buses are available to Manchester City Centre, Wythenshawe, Altrincham, Buxton, Stockport and Trafford /Trafford Centre. National Express coaches also stop at the bus station providing services to/from London, Inverness, Swansea and Cambridge and local services, Bury, Blackpool, Wrexham, Liverpool and Stoke-on-Trent. As part of the Area Travel Plan for West Side, there will be a shuttle bus that will link The Station with West Side on a regular basis and will be available to all employees based at the site.

As a number of companies operating in the west Side area operate on a 24 hour basis, in addition to the local operating bus services, Manchester Airport have part funded with GMPTE, a Demand Responsive Bus service, 'The Airport Nightlink'. The service operates within the Wythenshawe area between the hours of 03:00 and 05: 30, collecting the employee from their home to the Airport site at a cost of £1.50. This service is ideal for those who have early shifts and live within the local Wythenshawe area.

Employees based at the site can take advantage of the cost effective bus travel offers. Employees can choose from a monthly Skyline pass for £40 or 10 day tickets for £40, perfect for those employees who transfer from one skyline operator to another. Skyline operators include Stagecoach, Trent Barton and Arriva.

Rail Services

There is the potential for both employees and visitors to access Manchester Airport by Rail to then connect by bus to reach the site. The Airport is well connected by rail links, and is accessible from over 100 destinations over the North of England including Manchester, Liverpool, Blackpool, The Lake District, Hull, Newcastle and Sheffield. The rail station operates 7 days a week 24 hours a day, with 9 trains an hour to Manchester Piccadilly. The rail stations that link between Manchester Piccadilly and Manchester Airport include Heald Green, Gatley, East Didsbury, Mauldeth Road, and Burnage. To the south of Manchester Airport the rail station serves local stations to Crewe, including, Styal, Wilmslow, Alderley Edge and Sandbach.

All employees can now take advantage of 25% discount off any rail ticket from their home station to Manchester Airport on purchase of a Manchester Airport Rail Discount Card a new incentive from Manchester Airport launched September 2007. The card is not just restricted within the Greater Manchester area, but along any Transpennine Express and Northern Route.

Pedestrian Routes

The West Side area benefits from a number of pedestrian footways within the site between areas of employment at the site. These run along the edges of the carriageways, and are depicted by pedestrian markings on the footpath surface.

Pedestrian routes leading into the West Side footpaths are provided along the length of Runger Lane and Thorley Lane, providing easy access to the site from the main airport terminals and Ground Transport Interchange. Pedestrian crossings are provided at key locations along this route aiding pedestrian movement and improve access to each of the footpaths within the site area.

Street lighting along Runger Lane is provided. Signposts are also provided at regular intervals along the route.

There are also a number of footpaths that run through the main airport site, providing links to surrounding residential areas including Wythenshawe and Hale Barns. This includes a footpath providing pedestrian access between West Side, Wilmslow Road and The Romper Pub.

Cycling Access

The provision for cyclists for Manchester Airport is mainly aimed towards the employee population, with high quality facilities across the site. A cycle route runs around the Airport site and provides easy access for cyclists to reach their place of work. Route 85 is a cycle route that runs along Runger Lane close to West Side, The Aviation Viewing Park and provides links to Wythenshawe, Moss Nook and Wilmslow Road.

Cycle parking will be provided within the Transit Shed development, overall there are some 250 existing cycle parks located across Manchester Airport.

A cycle centre is situated within the Ground Transport Interchange and provides a cycle repair shop where employees are entitled to discounted offers. The Cycle Centre is open Monday-Friday 09:30-17:00p.m.

Free membership to the Airport Bike Users Group (BUG) is made available to all employees across the Airport site. The membership entitles them to up to date cycling information at Manchester Airport.

Manchester Airport offer many incentives to encourage cycling and are applicable to all business at Manchester Airport, these include:

- A bike buddy scheme. Operated through the Cycle Centre a member of the team will meet the employee at their home and cycle in with them to highlight the safest route;
- Re-cycle Your Cycle Scheme. Bikes are donated to the Cycle Centre where they are refurbished and sold at the cost to restore. The cheapest commuter bike sold has been £4
- Cycle Training. Any employee who would like to learn how to cycle can have cycling lessons available at the Cycle Centre
- The cycle centre has a full workshop, available for repairs, services and general maintenance of bikes. Members of the team aim to have bikes fixed for the time an employee goes home.
- The Airport has showers and lockers in the Cycle Centre available to any employee for a £10 deposit.

Car Sharing

There are current plans to link The Station with the Staff West Car Park and West Side with a shuttle bus that would cater for employees and passenger using the local hotels. With the Staff West Car Park, 12 dedicated car share bays have been situated next to the bus stops to encourage car sharing and enjoy the benefit of close proximity to the staff bus. Car share bays are based on a first come first served basis, if proven popular extra car share bays will be provided.

As Manchester Airport employs a Travel Planner who coordinates the Airport's Green Travel Plan, the occupiers of the Transit Shed development will have direct support and encouragement to adopt where practical, the public transport and sustainable mode initiatives where possible. This support will include:

- Invitations to attend the Manchester Airport Service Partner Commuting Forum, held every 2 months to learn about transport updates and travel initiatives.
- Make use of all communication channels and information given from the Airport Travel Planner to promote the travel plan and its incentives.
- To support the 'Travelution' Campaign, a campaign that encompasses all service partners to encourage their employees to use alternative modes of transport to the private car.

Appendix B

Appendix B

Demand Matrix Tables

30 mppa AM Peak Demand Matrix (10.7% PT and 500k Dav Green)

All Vehs	PAX	STAFF	OTHER	Cargo	WHse	D.Grn	R.Rd	M56 N	M56 S	A538 A	A538 W	Total
Term PAX	0	0	0	0	0	0	196	1464	1104	45	8	**2817**
Term STAFF	0	0	0	0	0	0	213	288	182	26	7	**717**
Term OTHER	0	0	0	14	0	0	113	271	218	83	0	**698**
Cargo	0	0	5	0	0	0	16	133	109	15	17	**294**
Woodhouse Park	0	0	0	0	0	0	19	54	9	5	1	**88**
Dav Green	0	0	0	0	0	0	30	40	20	10	10	**110**
Ringway Road	240	336	147	47	243	89	0	195	386	16	0	**1700**
M56 North	1676	427	280	476	793	498	94	0	2684	155	550	**7633**
M56 South	1403	298	276	386	97	288	555	3422	0	19	284	**7028**
A538 Alt	37	28	41	50	60	33	39	536	82	0	296	**1201**
A538 Wilms	13	16	1	80	6	33	0	673	618	324	0	**1763**
Total	**3368**	**1105**	**750**	**1052**	**1199**	**941**	**1275**	**7075**	**5412**	**698**	**1173**	**24047**

30 mppa PM Peak Demand Matrix (10.7% PT and 500k Dav Green)

All Vehs	PAX	STAFF	OTHER	Cargo	WHse	D.Grn	R.Rd	M56 N	M56 S	A538 A	A538 W	Total
Term PAX	0	0	0	0	0	0	196	1447	1077	40	27	**2787**
Term STAFF	0	0	0	0	0	0	259	348	217	29	29	**882**
Term OTHER	0	0	0	7	0	0	99	222	172	54	6	**562**
Cargo	0	0	10	0	0	0	43	404	313	39	75	**884**
Woodhouse Park	0	0	0	0	0	0	185	681	89	56	11	**1022**
Dav Green	0	0	0	0	0	0	65	436	240	33	33	**807**
Ringway Road	204	114	78	17	9	10	0	95	677	12	2	**1218**
M56 North	1536	158	254	238	38	20	73	0	3449	337	829	**6931**
M56 South	1001	86	152	167	5	20	551	3107	0	86	234	**5409**
A538 Alt	35	12	33	17	3	0	27	281	40	0	298	**745**
A538 Wilms	8	4	0	28	1	0	0	247	875	269	0	**1432**
Total	**2783**	**374**	**526**	**474**	**56**	**50**	**1498**	**7269**	**7149**	**955**	**1545**	**22679**