Re-Development of Logistics Unit, Box 4, Manchester Airport

784-B041631

Box 4 Travel Plan (Site Specific Addendum to Manchester Airport Group Travel Plan)

Revision 02

March 2025

Manchester Airport Group (MAG)

TETRA TECH

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1.0 Introduction

1.1 Background

1.1.1 Tetra Tech (TT) has been commissioned by Manchester Airport Group (MAG) to prepare a Travel Plan (TP) for the proposed industrial unit, referred to as Box 4 at the World Freight Terminal. This Travel Plan accords with the MAG Travel Plan and adds specific detail to address the operational phase travel of the development.

1.1.2 The site location in the context of the wider area is shown in **Plan 1,** whilst the local highway network is shown in **Plan 2**.

1.1.3 The site is located in the Manchester Airport Estate, which is on the south edge of Manchester, to the east of the M56 Junction 6.

1.2 Travel Plan

1.2.1 A Transport Statement has been produced which provides an assessment of accessibility by sustainable modes, a review of transport policies, it also describes the development including access and parking and predicts the vehicle trip generation of the site. The Transport Statement is attached as **Appendix A.**

1.2.2 This TP aligns with the MAG TP prepared by Mott MacDonald in July 2019, and accords with the measures set out in that document (see Chapter 4 for details).

1.2.3 This TP sets out a long-term management strategy which encourages more sustainable travel. It includes measures to increase use of more sustainable modes of transport for the movement of people and goods during the building's operation.

1.2.4 It is confirmed that the travel plan will be implemented and supported by the building's management.

2.0 Travel Plan Benefits, Aims, Objectives and Targets

2.1 Benefits of the Travel Plan

2.1.1 There could be a large number of benefits deriving from the successful implementation of the TP for staff and visitors, as well as across the adjacent highway and footway networks. The DfT guidance on 'Making Travel Plans Work' identifies the following benefits:

- Reduced traffic, congestion, air pollution and accidents.
- Improved accessibility and travel choice for reaching the site.
- Health benefits for those who engage in active travel.

2.2 Aims and Objectives

2.2.1 The headline aim of the TP is to promote sustainable travel and to widen travel choices for staff, seeking to encourage modal shift away from single occupancy unsustainable vehicle trips. The objectives are:

- Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
- Highlight the health and environmental benefits of using sustainable travel modes;
- Reduce the reliance upon single occupancy private car;
- Enable people to make more informed decisions and therefore better travel choices;
- Minimise congestion on the local highway network.

2.3 Indicative Targets

2.3.1 Site specific mode shift targets will be set following the initial travel survey which will be carried out 3 months following opening. Indicative mode shift targets can be established using local "travel to work" census data, for the middle super output area (E02001097: Manchester 053), i.e., where the development is situated, as shown in **Table 2.1**.

Table 2.1 - Indicative industrial site TP targets

Mode	Baseline Model Split (census data)	Year 5 target	Model Shift	Target Year
Driving car or van	76%	66%	-10%	Year 5
Passenger in a car or van	4%	7%	+3%	Year 5
On foot	3%	4%	+1%	Year 5
Bus, minibus and coach	8%	10%	+2%	Year 5
Light rail or tram	0%	1%	+1%	Year 5
Bicycle	2%	5%	+3%	Year 5
Train	3%	3%	0%	Year 5
Taxi	1%	1%	0%	Year 5

2.3.2 The baseline figures in **Table 2.1** are indicative and will be finalised following the initial travel survey.

3.0 Proposed Travel Plan Measures

3.1 Introduction

3.1.1 The TP measures are:

- Appoint a Travel Plan Co-ordinator (TPC)
- Encourage and Promote Sustainable Travel
- Develop and issue Employee Travel Information Packs (TIP)
- Employee Travel Survey (at commencement then yr 2 and yr 4)
- Plan Reviews (at commencement then yr 2 and yr 4)

3.1.2 The following BREEAM measures are appropriate:

- *"Provision of a public transport information system in a publicly accessible area.*
- *Provision of electric recharging stations.*
- *Provision of dedicated and convenient cycle storage.*
- *Provision of cyclists' facilities.*
- *Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.*
- *Pedestrian and cyclist friendly (for all types of users regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes."*

3.2 Details of Measures

Travel Plan Co-ordinator

3.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators, if necessary.

3.2.2 In terms of the roles and responsibilities, the TPC will:

- Administer/manage the TP and provide a liaison in implementing the plan with the local authority.
- Produce the TIP and ensure that all staff receive TIP.
- Follow the timeline for the implementation of the TP measures.
- Coordinate the initial travel surveys, 3 months following occupation.
- Establish the TP 'aim' targets following the initial travel survey.
- Ensure the availability of the most up to date travel information.
- Market and advertise new initiatives relating to the TP.
- Provide a point of contact with Planning and Highway Authority officers at the local authority.

- Undertake the travel surveys in years 2 and 4 of the TP.
- Produce a monitoring report to be submitted to the Highway Authority.
- Evaluate progress towards the TP targets.
- Update the TP as necessary following the travel surveys.

The Travel Information Pack

3.2.3 The TIP will:

- set out the local walking routes.
- set out the local cycling routes.
- describe the health benefits of walking and cycling.
- contain details of public transport services i.e. timetables and route information
- encourage car sharing.
- provide their details as a point of contact and travel information.

Travel Survey

3.2.4 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP.

3.2.5 The travel survey will be used to establish how staff at the site travel, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use.

3.2.6 The following information can be obtained by the survey:

- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others),
- Where site users are generally travelling to/from.
- What are the barriers for walking or cycling, and why?
- What could be done to overcome the barriers to walking and cycling.
- Opinions toward existing bus services and how use of these may be improved to cater for site specific travel needs.
- How staff would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

Plan Monitoring and Review

3.2.7 Following each travel survey the TPC will collect the data, produce a monitoring report, review the measures in the travel plan, update the measures if necessary and include any amended measures in the monitoring report.

3.2.8 The TP reviews will assess the success of the plan to date and identify measures which could potentially be included in the future.

4.0 Action Plan

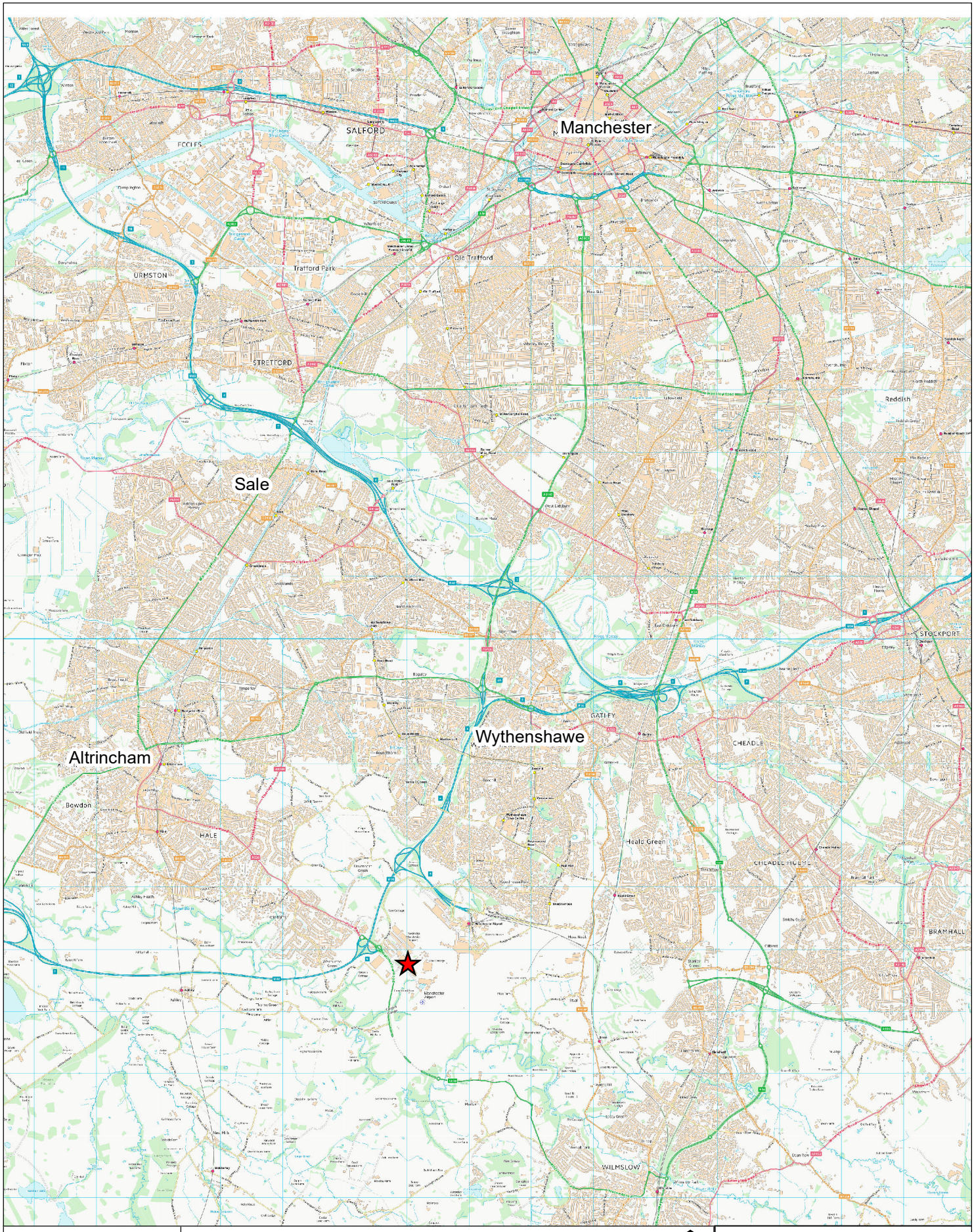
4.1.1 The preliminary action plan for the Travel Plan is set out in **Table 4.1.** The fourth column highlights where the Actions accord with those set out in the MAG TP.

4.1.2 Some of these actions will be embedded in the site layout design and others will be carried out by the appointed Travel Plan Co-ordinator (TPC).

Table 4.1: Preliminary Action Targets & Reference to MAG TP

Action	Target Date	Responsibility	Manchester Airport Wide Area Travel Plan & Action Plan Ref:
Develop an on-site layout conducive to travel via sustainable modes	Built into the design – to be delivered pre-occupation	Masterplanner	Ref 35 & Ref 38
Provision of cycle storage	Built into the design – to be delivered pre-occupation	Masterplanner	Ref 44
Provision of cyclist facilities (for staff e.g. shower, changing room)	Built into the design – to be delivered pre-occupation	Masterplanner	Ref 45
Car share scheme	Built into the design – to be delivered pre-occupation	Masterplanner	Ref 12
Public transport information system is provided	Built into the design – to be delivered pre-occupation	Masterplanner	Ref 2, Ref 3, Ref 7, Ref 27, Ref 64 & Chapter 9
EV charging to 10% parking spaces	Built into the design – to be delivered pre-occupation	Masterplanner	Ref 9, Ref 13 & Ref 30
Additional amenity (outdoor space)	Built into the design – to be delivered pre-occupation	Masterplanner	BREEAM specific request
Appoint TP coordinator	1 month prior to occupation	The developer	Chapter 9
Prepare and Issue Travel Information Packs	Between TPC appointment and first occupation	TPC	Ref 16, Ref 59, Ref 66 & Chapter 9
Provide all Staff with TIP	Issues upon first occupation	TPC	Chapter 9
Undertake initial travel survey	3 months post occupation	TPC	Ref 65
Produce an initial Travel Plan monitoring report to include 'aim' targets	Following initial travel survey	TPC	Chapter 9
Undertake periodic travel surveys	Year 2, and 4 following full occupation	TPC	Ref 65
Prepare monitoring reports	Following periodic travel surveys	TPC	Chapter 9
Liaise with LHA regarding travel plan monitoring	Following periodic travel surveys	TPC	Chapter 9

Plans



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Plan 1: Site Location

Proposal: Proposed Re-development of a Logistics Unit - Hangar 4

Location: Pinfold Lane, Manchester Airport

TT Job No.: 784-B041631

N

Legend

★ Site Location

0 990 1,980 2,970 Meters

Scale: 1:80,000 @A4

05 April 2023

NGR: 382,303 E / 390,388 N

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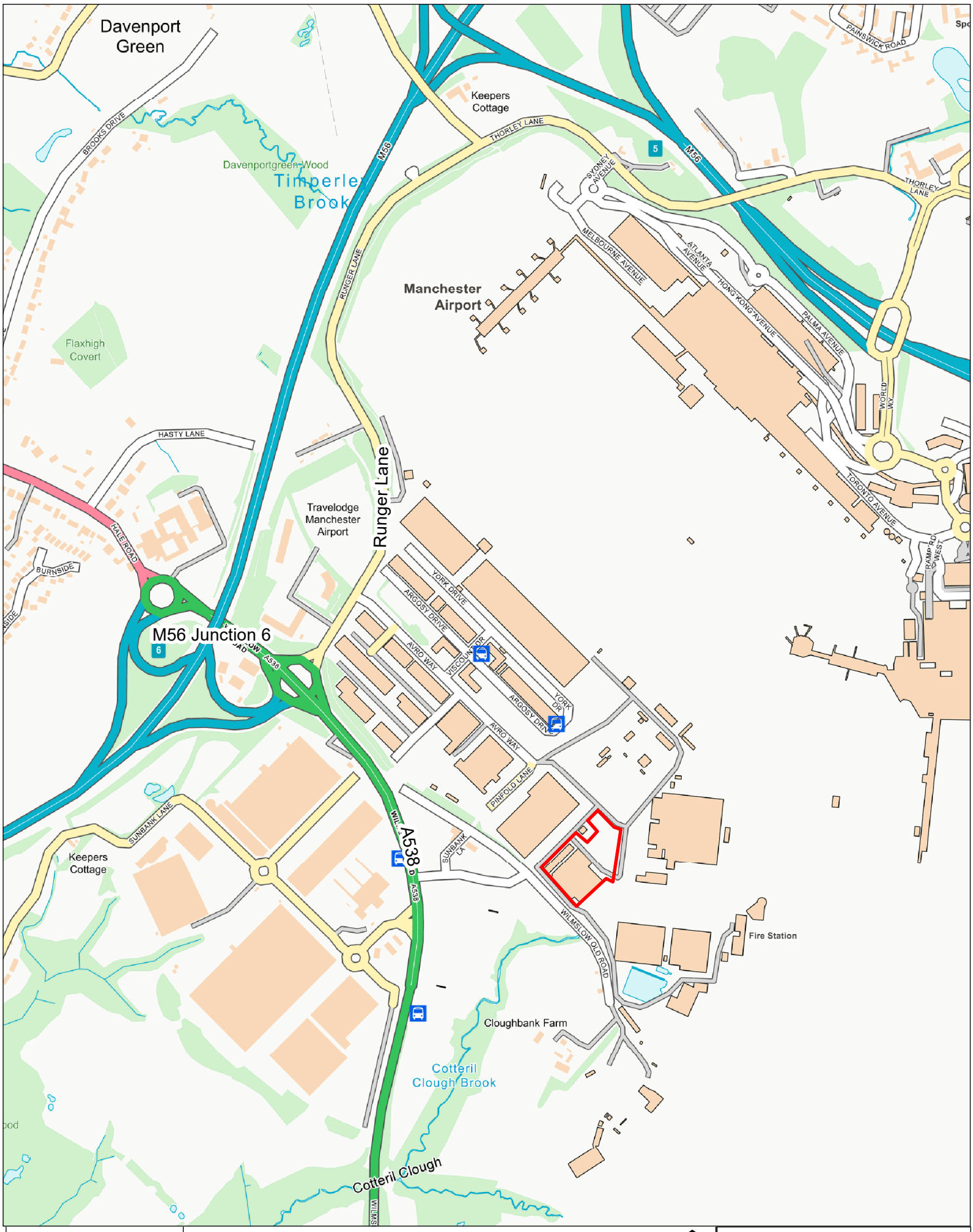

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Plan 2: Local Highway Network

Proposal: Proposed Re-development of a Logistics Unit - Hangar 4

Location: Pinfold Lane, Manchester Airport

TT Job No.: 784-B041631

0 125 250 375 Meters

Scale: 1:10,000 @A4

05 April 2023

NGR: 380,932 E / 385,152 N

Legend

Site Boundary

Bus Stop

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Appendix A – Transport Statement

Re-development of Logistics Unit, Hangar 4, Manchester Airport

784-B041631

Transport Statement

Revision 02

June 2023

Manchester Airport Group (MAG)

TETRA TECH

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1.0 Introduction

1.1 Background

1.1.1 Tetra Tech (TT) has been commissioned by Manchester Airport Group (MAG) to prepare a Transport Statement (TS) in support of a detailed application to replace an existing logistics unit adjacent to the DNATA site at Manchester Airport, with another unit of a similar size and use type.

1.1.2 The site location in the context of the wider area is shown in **Plan 1,** whilst the local highway network is shown in **Plan 2**.

1.1.3 The site is located in the Manchester Airport Estate, which is on the south edge of Manchester, to the East of the M56 Junction 6.

1.1.4 The proposed re-development comprises the replacement of an existing unit with an industrial / logistics lawful use with a new unit, with logistics uses and an ancillary office.

1.1.5 The local planning authority (LPA) is Manchester City Council, and the local highway authority (LHA) is Manchester City Council (MCC).

1.1.6 It should be noted that MAG have a site wide travel plan which will be updated to include this re-developed site.

1.2 Executive Summary

1.2.1 The proposal is to replace an existing unit with a new unit with the same use type and a slightly larger size. The site and existing development are located (airside) within the private Manchester Airport complex. The site is located approximately 800m from the MCC Adopted Highway. Given that the proposals are very similar to the extant use in terms of size and traffic generation (as evidenced later in this report) there are no material traffic related impacts or road safety implications arising from the proposals.

1.2.2 Regarding the wider highway network and matters such as Traffic Regulation Orders (TROs), the proposals have immaterial net traffic impacts. It is therefore the case that off-site highway improvements, parking restrictions or other mitigations are not warranted.

1.2.3 The site can only be accessed by Passing through a security barrier which leads to the airside section of Pinfold Lane.

1.2.4 MAG has a site wide travel plan, which will be updated to include this site, this again is controlled by the airport.

1.2.5 Trip generation has been calculated by surveying the traffic volumes associated with the adjacent similar unit, which is the best proxy for establishing the trip generation of the proposed use in this particular location..

1.2.6 Pedestrian, cycle, and bus means of accessing the site are already established by virtue of the airport estate infrastructure, nearby footways and cycle facilities and travel services all being in place i.e. as are used for the unit which is being replaced and the surrounding units.

1.3 Report Structure

1.3.1 Following the introductory section, the report is structured as follows:

- Section 2 describes the planning background.
- Section 3 outlines planning policies relevant to the development proposals.
- Section 4 sets out the baseline transport data.
- Section 5 describes the development proposals including access strategy.
- Section 6 provides a forecast of the likely volume of trips that would potentially be generated by the proposals and their likely impact.
- Section 7 summarises and concludes the report.

2.0 Planning Policy

2.1 Introduction

2.1.1 This section of the TS reviews transportation planning policy and guidance documents in the context of the proposed development site, with reference to the following documents:

- National Planning Policy Framework (2021)
- The Greater Manchester Strategy (2021 – 2031)
- Manchester Core Strategy (2012 – 2027)
- Manchester Airport Sustainable Development Plan (2016)

2.2 National Planning Policy Framework (2021)

2.2.1 The Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) on 24th July 2018, it was then updated in July 2021.

2.2.2 The NPPF sets a presumption in favour of sustainable development. It is fundamental that for any new development sustainable development is promoted. The NPPF sets out key tests for acceptability of planning applications in terms of transport and highways in paragraphs 110 and 111.

2.2.3 Paragraph 110 of the NPPF states that it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *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."*

2.2.4 Paragraph 111 of the NPPF states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.3 The Greater Manchester Strategy (2021 – 2031)

2.3.1 The Greater Manchester Strategy (GMS) is a decade long strategic plan which aims to make Manchester a more prosperous city region across many different aspects, including transport. The GMS states:

"The Greater Manchester Strategy sets out a route, over the next decade, to delivery this vision for the benefit of our people, our places, and our planet.

Working collectively across our city region, with our communities, we will focus on improved wellbeing for the 2.8m people here with better homes, job, and transport."

2.3.2 Within the GMS, Manchester Airport is described as *"critical infrastructure."* On page 42 of the GMS document, it states:

"The transformation of places will require all parts of Greater Manchester to have good access to interconnected transport infrastructure, safe, accessible and affordable, and maximising the opportunities of the expansion and development of our cycling and walking networks… we want to ensure… employment… can be accessed without the need for a car."

2.4 Manchester Core Strategy (2012 – 2027)

2.4.1 Manchester's Core Strategy (MCS) was adopted by Manchester City Council in July 2021. Within the Core Strategy there is a designated policy for Manchester Airport (Policy MA1 'Manchester Airport Strategic Site') which sets out the policy context for the proposed Airport City development and states that the area provides opportunity for employment in Manchester.

Policy EC 1 – Employment and Economic Growth in Manchester

2.4.2 Policy EC 1 sets out how *'a minimum of 200 ha of employment land will be developed… Manchester airport and the surrounding 50 ha.'* One of the priorities for ensuring continued economic growth is *'improving access to jobs for all via public transport, walking and cycling.'*

2.4.3 Within this policy it is discussed how sites close to Manchester Airport are those identified as priority employment locations.

Policy MA1 – Manchester Airport Strategic Site

2.4.4 Policy MA1 sets out how the growth of Manchester Airport will be supported along with the expansion of the developed Airport area. Table 8.1 within the MA1 policy suggests that the area subject to this application lies within the *'Existing Area'* where its uses are stated as '*Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking.'*

2.4.5 Paragraph 8.100 (point 2) states that:

Appropriate development within the Airport should be necessary for the operational efficiency or amenity of the Airport. This approach is consistent with the government guidance in PPG13. Development will be limited to that necessary for the operational efficiency and amenity of the Airport, including the following uses:

2. Passenger and terminal facilities including: public transport facilities, including rail, light rail, buses, coaches, and taxis.'

2.4.6 Furthermore, on page 96 of the MCS document, it states indicators and targets for policy MA1, the most relevant is;

"Indicator: *Percentage of staff accessing airport by non-car mode*

Target: *50% by 2030"*

2.5 Manchester Airport Sustainable Development Plan (2016)

2.5.1 The Manchester Airport Sustainable Development Plan was published by MAG in June 2016, updating the 2007 Manchester Airport Master Plan. It sets out the strategic context for the Airports long-term development.

2.5.2 The SDP sets out the context for the economic growth strategy that is strongly linked to surface access strategy. The main theme of surface access is to improve the accessibility of the airport with quick, convenient, and reliable access from all parts of the airport's surrounding area. The overall goal is to make the airport a node in the wider network by extending and improving rail services, along with managing road traffic growth and promoting the improvement in public transport links for passengers and staff. Public transport connections are important for local access to airport employment.

2.5.3 Throughout the plan it is emphasised that Manchester Airport has a long-standing commitment to delivering sustainable travel and managing road traffic growth. Long-term modal split targets have been set for both passengers and staff which highlights the on-going commitment of the airport to delivering a fully integrated surface access network.

2.6 Compliance with Policy

2.6.1 Subsequent sections of this report describe the development proposal and sustainable transport facilities. This demonstrates that the proposal is consistent with the above documents and policies and will constitute an appropriate and a sustainable development.

3.0 Existing Conditions

3.1 Introduction

3.1.1 This section of the TS describes the existing site, the local highway network, and the local highway network's safety record in the vicinity of the proposed development site.

3.2 Existing Site

3.2.1 The location of the site is shown in **Plan 1.**

3.2.2 The current site comprises the existing logistics unit and several areas marked out for car parking and the parking of larger vehicles associated with airside operations. The floorspace of the existing unit is c. 7,400sqm.

Access

3.2.3 In order to gain access to the existing site, vehicles arriving from the public highway, turn along Avro Way and at the end of that road they must pass through an access control barrier onto the airside one-way system. There is then a one way loop (Pinfold Lane), off which drivers have the option to either travel along the north east side of the site to access the staff and airside vehicle parking area or they can travel around the site to other accesses or to park on the north western side of the unit.

3.2.4 These routes can be seen on **Plan 3**.

Car Parking

3.2.5 There are approximately 30 car parking spaces along the western and southern edges of the existing unit. The area to the north of the unit has approximately 187 car parking spaces.

3.3 Nearby Road Network and Parking Facilities

Local Highway Network

3.3.1 This section describes the local highway network, which is shown on **Plan 2**. The key local roads to the site are:

- Pinfold Lane - private road including airside area with access control barriers.
- Avro Way - private road serving the airport estate and freight terminal businesses.
- Runger Lane – Adopted highway.

Pinfold Lane

3.3.2 Pinfold Lane is a two-way single carriageway subject to a 20mph speed limit, the road towards Old Wilmslow Road has street lighting on both sides.

3.3.3 Pinfold Lane is made up of 2 discreet sections. One section extends to Avro Way and the other extends south towards Wilmslow Old Road, however, only pedestrians can access Wilmslow Old Road from Pinfold Lane, through a turn-gate barrier.

3.3.4 The section of Pinfold Lane which is airside is behind a barrier which leads to a one-way single carriageway. It forms a loop from which access is provided to the development site.

Avro Way

3.3.5 Avro Way is an un-adopted two-way single carriageway subject to a 30mph speed limit which changes to a 20mph speed limit, 65m before the junction with Pinfold Lane. The road is lit on one side and has partial stretches of footway.

Runger Lane

3.3.6 Runger Lane, at its junction with Avro Way, is the point at which the Airport Estate roads meet the adopted public highway. That junction is c.750m from the Site.

3.3.7 Runger Lane is a two-way single carriageway subject to a 30 mph speed limit with a footway on one side of the carriageway, it connects to Wilmslow Old Road. A cycleway is also present alongside the footway.

Strategic Road Network

3.3.8 The roundabouts of M56 Junction 6, southbound slips / Wilmslow Road and the M56 Junction 6 northbound slips / Wilmslow Road / Hale Road are between 900m and c.1,300m distance from the site.

3.3.9 From Junction 6, the M56 provides connections to the M6 in the west, Manchester, Stockport and the M60 and M62.

3.3.10 The M56 has recently undergone several years of construction works between Junction 6 and 8, where this stretch of motorway has been upgraded to a SMART motorway. These SMART upgrades will increase capacity and reduce congestion along the M56.

Airport Staff Parking

3.3.11 In addition to the parking on site, there is a very large airport staff car park c. 110m southwest of the existing site. There is a footway from that car park to the gates, along with drop kerbs and tactile paving at the crossing point on Wilmslow Old Road. There are electronic controlled security gates that pedestrians can use to access the site if walking from the car park.

3.3.12 Pedestrians can use that same gate if walking from the bus stops on Wilmslow Road / A538. There is a footway from both the northern and southern bus stops to the gate.

Traffic Regulation Orders

3.3.13 On a proposal which has no material traffic impacts and which is located well within a private site there should be no reason to require any amendments to TROs. The author of this TS however is aware that the matter of rationalising TROs was raised on a separate recent planning application for a site off Viscount Drive approximately c. 330m from the Hangar 4 site.

3.3.14 In that case the Highway Authority was satisfied with a response from the applicant which stated:

"Manchester Airport Group (owner of the private roads around the Development and within Manchester Airport vicinity) is undertaking an exercise to consolidate all TROs in place across

the airport estate into a single consolidated order. This will shortly be submitted to MCC to progress. This includes the TROs in force on Avro Way and Viscount Drive."

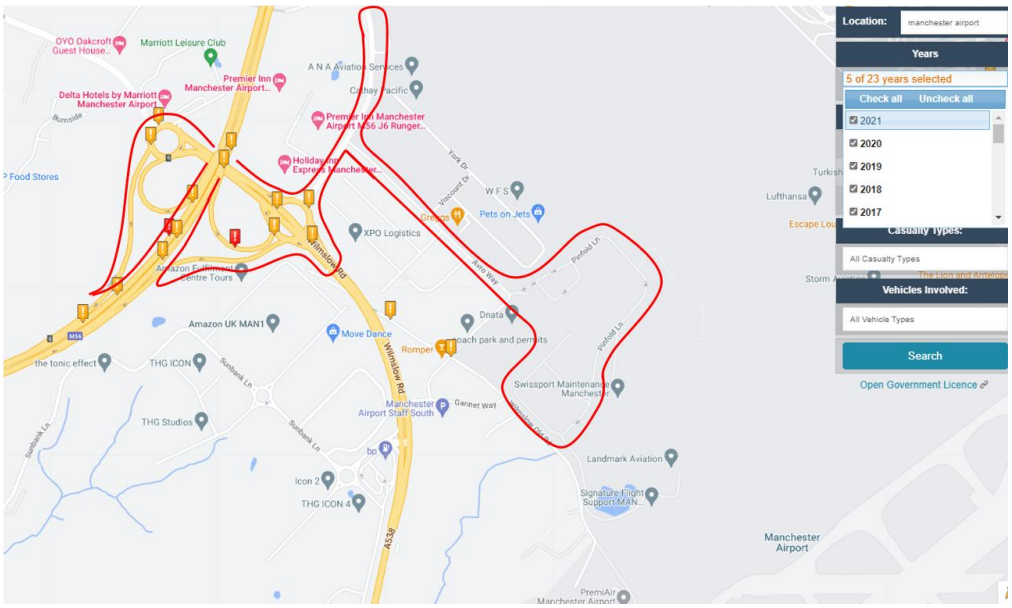
3.3.15 That position plus the fact that the proposal is for the redevelopment of an existing similar facility airside, mean that no amendments to TROs are envisioned. If any amendments are sought through the planning application, then they can be picked up as part of the review described above.

3.4 Personal Injury Accident Review

3.4.1 This development is a replacement of an existing unit for a new, similar sized unit with similar uses, therefore there is likely to be a negligible amount of additional traffic. For completeness a review of the CrashMap website has been undertaken to determine whether there are any existing highway safety issues on the local network in the vicinity of the existing site.

3.4.2 Personal Injury Accidents (PIAs) that occurred within the study area have been reviewed for the most recent five-year period (2017-2021), the study area can be seen below in **Figure 1.**

Figure 1: PIA Study Area for 2017 – 2021



3.4.3 **Figure 1** shows that there have been no accidents on Avro Way, on the proposed site nor on the Avro Way / Runger Lane junction. It also shows that there have been no accidents on Runger Lane.

3.4.4 There have been no accidents on the M56 northbound slip roads nor on the M56 southbound on-slip.

3.4.5 Three accidents have been recorded on the M56 southbound off-slip, however it is noted that these are not clustered.

3.4.6 Two accidents have occurred at the A538 / M56 NB slip roads roundabout. Over a 5-year period this is not considered to be untypical.

3.4.7 Four accidents have occurred at the A538 / M56 SB slip roads roundabout. Each accident has occurred at a separate roundabout entry point and therefore there is no clustering of accidents. On the basis there are no clusters, 4 accidents on a roundabout of this size which is subject to large

volumes of traffic is not considered to be untypical. The accident reports can be found in **Appendix B.**

3.4.8 In summary, the existing statistics do not indicate that nearby road network or the M56 J6 have an un-typical accident record. In fact, just 9 accidents are recorded across the 4 slip-roads and 2 connecting roundabout junctions over 5-years. That is less than 2 accidents a year. There is no evidence of an existing highway safety issue that could be exacerbated by the additional negligible traffic increases associated with the development proposals.

4.0 Proposed Development

4.1 Proposed Site Land Uses and Floorspaces

4.1.1 The proposal as illustrated in **Appendix A** is to replace the existing Hangar 4 unit with a new logistics unit with ancillary offices, which has a Gross Floor Space of 8,568 sqm, parking, an HGV manoeuvring area, loading bays and parking.

4.1.2 As can be seen in **Appendix A** the proposed site has 95 car parking spaces including 5 accessible spaces and 19 reserved for Electric Vehicles.

4.2 Net Change in Floorspace as a Result of the Proposals

4.2.1 There would be an increase in the floorspace of c. 1,168 sqm.

4.3 Proposed Access

4.3.1 The site is located behind access control points.

4.3.2 All staff at the proposals will be provided with passes allowing them to gain access through the various access control points, whilst visitors will be able to obtain access through the main access point which is staffed.

Pedestrian and Cycle Access

Pedestrian and cycle access to the site will be the same as the access arrangements to the existing unit, Hangar 4.

Vehicular Access

4.3.3 Both HGVs and the vehicles of those employees who park at the site must travel along Avro way and pass through the control barrier to airside, just as those trips do to reach the existing use on the site.

4.4 On Site Highway Layout

4.4.1 The proposed site layout can be seen in **Appendix A**.

4.4.2 HGVs will access their designated loading and parking area in the yard through a one way system which allows them to enter at the southeast of the site and exit further to the north. On site there is a 29m turning circle for HGVs to manoeuvre into the HGV loading bays on site.

4.5 Disabled Access

4.1 The proposed development will provide step free access from the adjacent footways, which lead towards Avro Way and Gannet Way. Five disabled parking spaces will be provided adjacent to the office entrance with step free access to the building. Tactile paving and dropped kerbs will be installed at all crossing points within the proposed development and at the site entrance for all individuals with visual or mobility impairment.

4.6 Parking

Cycle Parking

4.6.1 The development proposal will have 9 cycle parking spaces on the site, as can be seen at **Appendix A**.

Vehicle Parking

4.6.2 The proposed site will have 95 car parking spaces including 5 accessible and 19 designated spaces for Electric Vehicles, which can be seen at **Appendix A**.

4.7 Construction Traffic Management Plan

4.7.1 A construction traffic management plan will be produced for this proposal which can be secured by planning condition.

5.0 Access Via Sustainable Modes

5.1 Introduction

5.1.1 This section describes the existing sustainable transport infrastructure that is available to provide access to the site. As the proposals effectively replace an existing use, the principles of accessing development on the site by sustainable modes are already established.

5.2 On Foot / By Cycle

On Foot

5.2.1 The likelihood of people walking from home to the site is relatively low due to the location of the site and the relatively low number of residential properties within 2km of the workplace. That said the site is well served by direct pedestrian infrastructure. Good footpath links exist to the main airport staff car park, to shops and facilities west of the A538 and to the shops and facilities on the wider airport estate.

By Cycle

5.2.2 There a two National Cycle routes (NCR) NCR 85 and 558 which pass near the site.

5.2.3 There are several prominent residential areas such as, Hale Barns, Altrincham and Wythenshawe located within a 5km radius of the site. Consequently, cycling to the site would be a suitable option for residents of those areas.

5.3 By Rail / Tram

Heavy Rail Services

5.3.1 Manchester Airport is served by many heavy rail services. The station is open from 4am to 1am each day, with the first service departing to Manchester City Centre at 04:12 and the last service, which also goes to Manchester City Centre at 01:34. There are services into Manchester Piccadilly every 5 – 15 minutes with the journey time being approximately 20 minutes. Many of these services travel beyond Piccadilly and there is the opportunity to change lines at Piccadilly to access other destinations across the country.

5.3.2 The walking distance to the station from the proposed site is 2.1 miles / 3.4km, which equates to roughly 41 minutes of walking, however other connections like the 288 and 313 bus services, which can be accessed at Viscount Drive, improve the sites accessibility to rail services.

Metrolink

5.3.3 The station at Manchester Airport serves the navy line, a route directly from Manchester Airport to Victoria Station in Manchester City Centre.

5.3.4 At the airport, the closest Metrolink stop to the proposal site is located in the existing rail station, which is approximately a 3.4km walk away. Whilst some employees may walk or cycle that distance there are 2 bus services, numbers 288 and 313 which both operate a 9-minute service to the rail station, these services can be accessed by bus stops that are located at the 'World Freight

Terminal' which is in a close proximity to the site. Metrolink used in conjunction with bus services offers a sustainable mode of travel to the proposed development.

5.4 By Bus

5.4.1 There are 3 bus services available within a close proximity to the proposed site;

- 88 (Altrincham and Macclesfield, via Wilmslow – Wilmslow Road / Sunbank Lane)
- 288 (East Didsbury – Runger Lane / Hasty Lane)
- 313 (Stockport – Viscount Drive / World Freight Centre)

5.4.2 The Manchester Airport Ground Transport Interchange (GTI) is the main interchange for public transport services at Manchester Airport. It provides connections to local and national bus services. The Manchester Airport Rail Station and Metrolink stop are also located here.

5.4.3 There closest bus stops located to the proposed site are 'Sunbank Lane' on Wilmslow Road / A538, 'World Freight Terminal' on Viscount Drive and Argosy Drive. The location of these bus stop is shown in **Plan 2.**

5.4.4 The frequency of each bus service is shown below in **Table 5.1**.

Table 5.1: Bus Service Frequency

Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
88 (Available from 'Sunbank Lane' bus stop)	1 every hour between 08:00 – 20:00	1 every hour between 08:00 – 19:00	0
288 (Available from 'World Freight Terminal' bus stop)	1 every hour between 06:55 – 18:55, then 19:41 & 21:41	1 every hour between 07:55 – 18:55, then 19:41 & 21:41	1 every 2 hours between 09:41 – 21:41
313 (Available from 'World Freight Terminal' bus stop)	1 every 30-60 minutes between 04:52 and 10:28, then 1 every 30 minutes between 10:28 – 19:13, 1 every hour between 20:09 – 23:09	1 every hour between 04:54 – 08:54 & 20:09 – 23:09, 1 every 30 minutes between 09:26 – 19:16	0

Bus Stop Infrastructure

5.4.5 The 'World Freight Terminal' bus stops on Viscount Drive and Argosy Drive are sheltered, along with seating and timetable information available. They are both accessible to the site via the footway between Argosy Drive and Pinfold Lane.

5.4.6 The 'Sunbank Lane' bus stops, both northbound and southbound on Wilmslow Road / A538 are sign posted and are street lit. They are both accessible due to their close proximity to signalised crossing points on the Wilmslow Road / Sunbank Lane Junction.

5.4.7 The distance from the centre of the site to the bus stops are listed below:

- 'World Freight Terminal' Argosy Drive – c. 595m
- 'World Freight Terminal' Viscount Drive – c. 400m
- 'Sunbank Lane' Northbound on Wilmslow Road / A538 – c. 400m
- 'Sunbank Lane' Southbound on Wilmslow Road / A538 – c.445m

5.4.8 All the bus stops listed above are classed as an acceptable distance away from the site as per the Greater Manchester Accessibility Levels Model, which states:

"For buses the maximum walk time is defined as 8 minutes or a distance of 640 metres"

5.4.9 The individual stops are shown on **Figure 2, Figure 3, Figure 4,** and **Figure 5** below.

Figure 2 – 'World Freight Terminal' bus stop located on Argosy Drive

Figure 3 – 'World Freight Terminal' bus stop located on Viscount Drive

Figure 4 – 'Sunbank Lane' bus stop (Northbound) located on Wilmslow Road / A538

Figure 5 – 'Sunbank Lane' bus stop (southbound) located on Wilmslow Road / A538

5.5 Existing Amenities within 500m of the Site

5.5.1 The local amenities within a distance of 500m from the site are listed below:

- Bar and restaurant – c. 295m;
- Ringway Church and Life Centre – c. 290m;
- Fuel Station with M&S Simply Food outlet 490m
- Bakery Shop (Greggs) 440m
- Post box.

6.0 Traffic Generation and Traffic Impacts

6.1 Introduction

6.1.1 This section of the report discusses the anticipated trip generation and traffic impacts associated with the proposal.

6.1.2 Given that the existing site has a lawful use comprising an industrial unit with a GFA of 7,400sqm and associated parking and hardstanding, when calculating the trip generation of the proposals it is the case that the existing trip generation must be netted off.

6.1.3 Traffic generation is identified by reviewing sites of the same land use and with similar characteristics. This can be done either through interrogation of the TRICS database or through obtaining trip rates through first principles for an almost identical, nearby site.

6.1.4 Given the existing site industrial lawful use the extant traffic generation has been calculated using a TRICS trip rate for an industrial estate.

6.1.5 Given the proposed use is identical to the adjacent DNATA site, the traffic generation of the proposals has also been calculated using first principles trip rate obtained from the DNATA site.

6.2 Extant Lawful Use Traffic Generation

6.2.1 The extant lawful use trip generation been calculated based on TRICS data, for a 'Category D - industrial estate.' The TRICs output data can be found in **Appendix C**.

6.2.2 The TRICS database has been interrogated to obtain trip rates for similar sites, that have similar land uses. The extant use has a floor space of c. 7,400 sqm.

6.2.3 To provide a direct comparison with the same peak hours of the proposed development, the DNATA traffic count data has been reviewed and it has been identified that the peak hours are between 06:30 – 07:30 and 16:30 – 17:30 in the AM and PM peak hour respectively. Therefore, the trip rates for these same peak hours have been reviewed as part of this extant lawful use traffic generation assessment.

Table 6.1: Extant Lawful Use Trip Generation based on TRICs Data for industrial Estate

Time from	Time to	Trip Rates - per 100sqm			Vehicular Traffic Generation - 7,400sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate – Cars and Light Goods Vehicles							
06:30	07:30	0.204	0.046	0.250	15.1	3.4	18.5
16:30	17:30	0.137	0.420	0.557	10.1	31.1	41.2
Industrial Estate - HGV							
06:30	07:30	0.004	0.006	0.010	0.3	0.4	0.7
16:30	17:30	0.006	0.008	0.014	0.4	0.6	1.0
Total Trips - Vehicles							
06:30	07:30	0.208	0.052	0.260	15.3	3.8	19
16:30	17:30	0.143	0.428	0.571	10.5	31.7	42

6.2.4 **Table 6.1** shows that the extant lawful use has expected to generate 19 and 42 vehicles in the AM and PM peak hours, respectively.

6.3 Traffic Generation of Proposals

6.3.1 The traffic generation of the proposals has been forecast using first principles trip rates obtained from the DNATA site, which is adjacent to the proposed site and features almost identical land use. Therefore, this section firstly sets out the calculation of the DNATA trip rates and then secondly applies those trip rates to the proposed development floorspace to calculate the traffic generation of the proposed unit.

Review of DNATA Traffic Count Data and First Principles Identification of peak hour trip rates

6.3.2 To understand the level of traffic generated by the DNATA site, traffic surveys were commissioned covering each of the DNATA site accesses in September 2022.

6.3.3 The traffic count has been reviewed and it has been identified that the peak hours are between 06:30 – 07:30 in the AM peak hour and 16:30 – 17:30 in the PM peak hour. The recorded arrivals and departures at the site during these peak hours are set out in **Table 6.2** and the raw traffic count data can be found in **Appendix D**.

6.3.4 To calculate the trip rate per 100sqm, the arrivals and departure have been divided by the floorspace factors (per 100sqm). The DNATA unit has a floor space of c. 11,680 sqm, therefore the floorspace factor is 116.80.

6.3.5 **Table 6.2** shows the traffic generation and associated first principles trip rates per 100sqm at the DNATA site.

Table 6.2: Number of Vehicles observed Arriving and Departing at DNATA and associated Trip Rate Calculations

Time from	Time to	Recorded Traffic Volumes			Trip Rates per 100sqm: Based on DNATA Site		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate – Cars and Light Goods							
06:30	07:30	22	13	35	0.188	0.111	0.300
16:30	17:30	6	22	28	0.051	0.188	0.240
Industrial Estate - HGV							
06:30	07:30	1	0	1	0.009	0.000	0.009
16:30	17:30	2	1	3	0.017	0.009	0.026
Total Trips - Vehicles							
06:30	07:30	23	13	36	0.197	0.111	0.309
16:30	17:30	8	23	31	0.068	0.197	0.266

6.3.6 **Table 6.2** shows that DNATA generates 35 and 28 vehicles in the AM Peak and PM Peak hours, respectively.

6.3.7 The trip rates per 100sqm identified in **Table 6.2** are 0.309 and 0.266 in the AM and PM peak hour, respectively. In comparison, the trip rates identified in **Table 6.1,** based on TRICS data, are 0.26 and 0.57 in the AM and PM peak hour, respectively. It can be seen that the DNATA trip rates per 100sqm are slightly higher in the AM peak hour and significantly lower in the PM peak hour, than the trip rates identified in TRICS for an industrial estate.

Application of DNATA Trip Rates to The Development Proposals

6.3.8 The trip generation of the proposal has been estimated through applying the first principles, where the DNATA trip rates, as set out in **Table 6.2,** are multiplied by the trip rate per 100sqm. The resultant traffic generation is shown in **Table 6.3.**

6.3.9 To calculate the trip rate per 100sqm, the arrivals and departure have been divided, by the floor space factors (per 100sqm). The development proposal has a proposed floor space of 8,568sqm, therefore the floorspace factor is 85.68.

Table 6.3: Proposed Development Trip Generation based on DNATA Trip Rates

Time from	Time to	DNATA Trip Rates - per 100sqm			Vehicular Traffic Generation - 8,568sqm		
		Arr	Dep	Tot	Arr	Dep	Tot
Industrial Estate – Cars and Light Goods							
06:30	07:30	0.188	0.111	0.300	16.0	10.0	26.0
16:30	17:30	0.051	0.188	0.240	4.0	16.3	20.3
Industrial Estate - HGV							
06:30	07:30	0.009	0.000	0.009	0.7	0.0	0.7
16:30	17:30	0.017	0.009	0.026	1.3	0.7	2.0
Total Trips - Vehicles							
06:30	07:30						27
16:30	17:30						22

6.3.10 **Table 6.3** shows that using the DNATA trip rates, the proposal are expected to generate 27 and 22 vehicles in the AM and PM peak hours, respectively.

6.4 Net Traffic Generation

6.4.1 The net traffic generation is calculated through discounting the extant traffic generation (Table 6.2) from the proposed traffic generation (Table 6.3).

6.4.2 **Table 6.4** below shows the net traffic generation of the proposal.

Table 6.4: Net Traffic Generation of the Proposal

	Total Trips - Vehicles	
	AM (0630-0730)	PM (1630-1730)
Traffic Generation of Extant	19	42
Traffic Generation of Proposals	27	22
Number of Trips	+8	-20

6.4.3 **Table 6.4** shows that the existing site has the potential to generate 19 and 42 in the AM and PM peak hours respectively, whilst the proposals are expected to generate 27 and 22 trips in the AM peak hour and PM peak hours respectively.

6.4.4 **In the AM peak hour,** the proposals are expected to result in a slight increase of 8 additional vehicles being generated by the site. This equates to 1 additional trip every 7.5 minutes and this level of traffic increase would be entirely unnoticeable.

6.4.5 In the PM peak hour, the proposals are expected to have a traffic reducing effect, with 20 less vehicles being generated by the site.

6.5 Traffic Impacts

6.5.1 On the basis of the peak hour net traffic impacts of the proposals, there should be no requirement for off-site junction assessments.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Tetra Tech (TT) has been commissioned by Manchester Airport Group (MAG) to prepare a Transport Statement (TS) in support of a detailed application to replace an existing logistics unit adjacent to the DNATA site at Manchester Airport, with another unit of a similar size and use type.

7.1.2 The site is located in the Manchester Airport Estate, which is on the south edge of Manchester, to the East of the M56 Junction 6. The site is accessed along private roads (Avro Way and Pinfold Lane). The site itself is located "airside" i.e. in an area only accessible by passing through security barriers.

7.1.3 The development proposal is for the replacement of an existing unit for a new unit of similar size and similar uses which will comprise 1 unit, a small ancillary office block, car parking and an HGV service yard and docking facilities.

7.1.4 The proposals will benefit from being subject to Manchester Airports site wide Travel Plan.

7.1.5 A review of the local accident history shows that there are no existing highway safety issues. Moreover the proposals will have no material traffic generation over the existing site use, so there will be no material change to overall traffic conditions.

7.1.6 The forecast trip generation of the proposal is based on the actual trip rates experienced at an adjacent similar use. Despite the slight increase in floor space, there is expected to be a decrease in the number of trips in the PM peak hour (20) and only a slight increase in the number of trips in the AM peak hour (8) which equates to 1 trip every 7.5 minutes, which is entirely immaterial.

7.1.7 Bus stops are located both to the north-west and south / south-west of the site within an acceptable walking distance, with the maximum walking distance being 600m.

7.1.8 Regular train services to local destinations are available from the Manchester Airport Station, which is accessible by bus (services 288 and 313) from the site.

7.1.9 There are various residential areas within a 5km radius of the site and good footway and cycleway infrastructure is present in the area. Cycling to the site is a realistic choice of travel for employees who reside in the 5km catchment.

7.1.10 Given the above sustainable transport provision, it is considered that the site is accessible by sustainable transport modes.

7.1.11 Given that the proposed development is of a similar size and will be for similar uses, there will be no material impact on the external highway network.

7.2 Conclusion

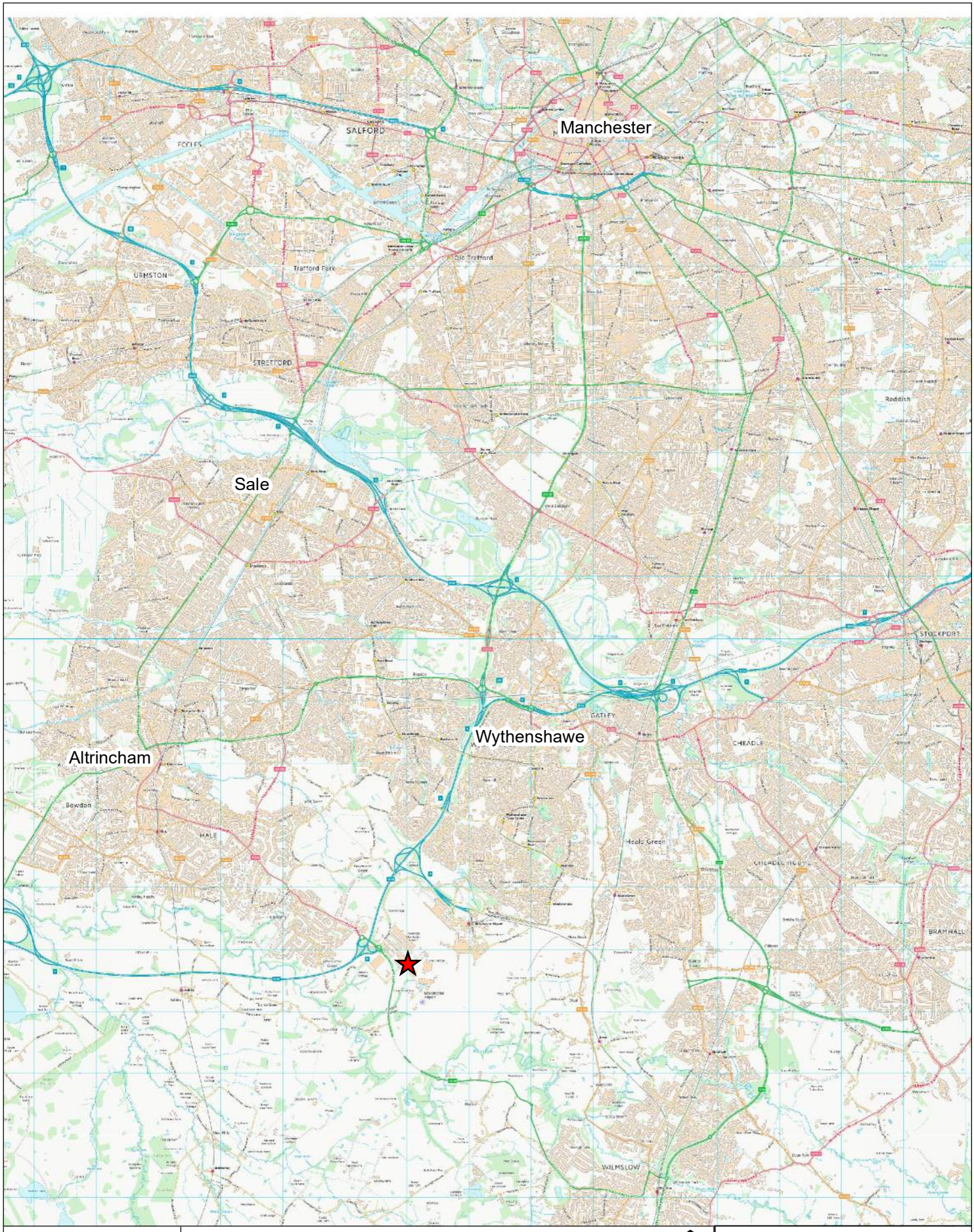
7.2.1 It has been demonstrated that the proposed development is accessible by sustainable modes of transport in accordance with national and local policy.

7.2.2 It has been demonstrated that there will be safe and suitable access and no material traffic impact.

7.2.3 As the proposals effectively replace an existing unit of similar size and use type, the residual cumulative impact of the proposed development will not be significant, and certainly not severe, which is the threshold of acceptability in the NPPF terms.

7.2.4 It is therefore concluded that there are no transport or highways reasons why the proposed development should not be granted planning permission.

Plans



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TETRA TECH

Plan 1: Site Location

Proposal: Proposed Re-development of a Logistics Unit - Hangar 4

Location: Pinfold Lane, Manchester Airport

TT Job No.: 784-B041631

N

Legend

★ Site Location

0 990 1,980 2,970 Meters

Scale: 1:80,000 @A4

05 April 2023

NGR: 382,303 E / 390,388 N

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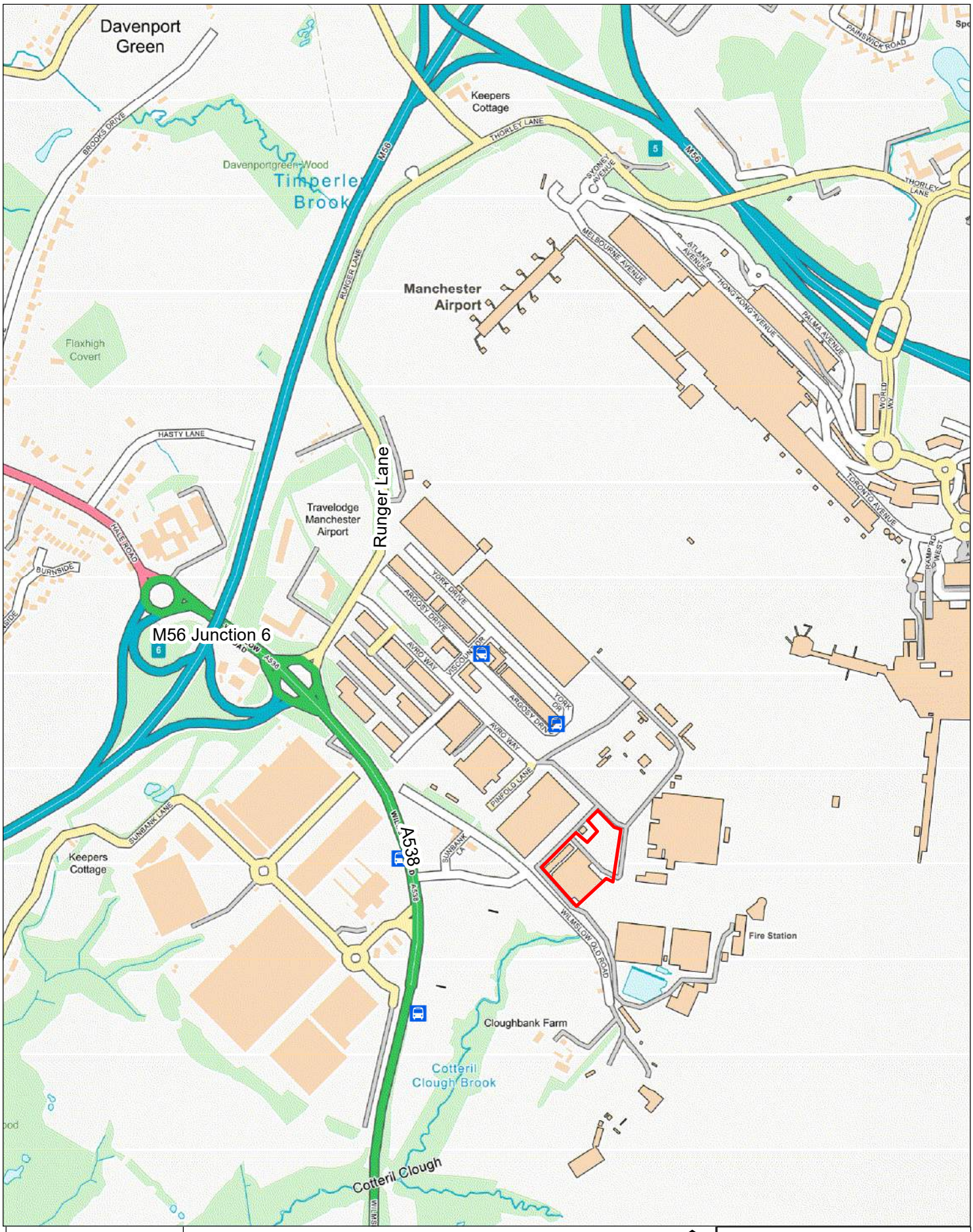

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TETRA TECH

Plan 2: Local Highway Network
Proposal: Proposed Re-development of a Logistics Unit - Hangar 4
Location: Pinfold Lane, Manchester Airport
TT Job No.: 784-B041631

0 125 250 375 Meters

Scale: 1:10,000 @A4

05 April 2023

NGR: 380,932 E / 385,152 N

Legend

Site Boundary

Bus Stop

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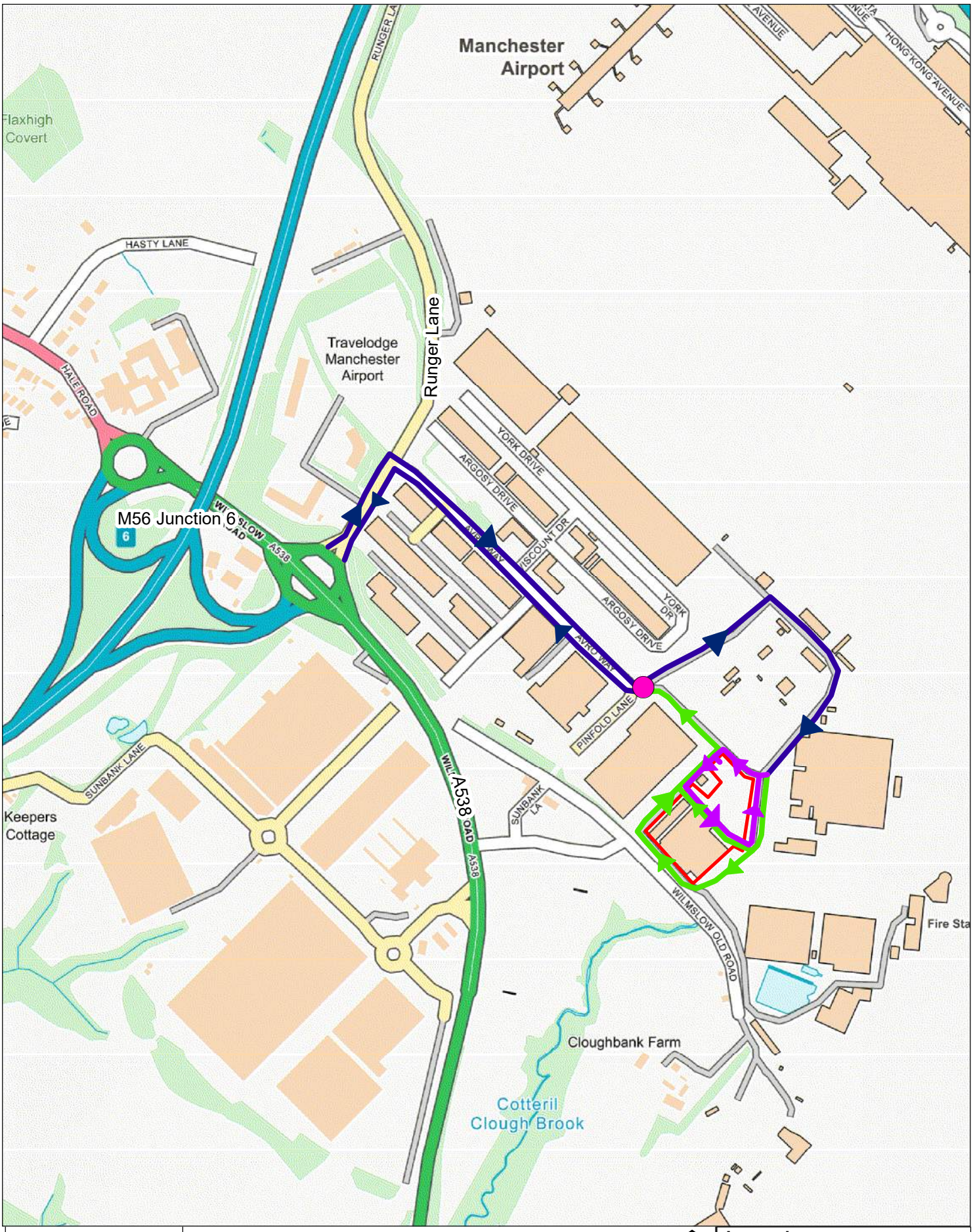

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TETRA TECH

Plan 3: Vehicular Access to the Site
Proposal: Proposed Re-development of a Logistics Unit - Hangar 4
Location: Pinfold Lane, Manchester Airport
TT Job No.: 784-B041631

0 90 180 270 Meters
Scale: 1:7,370 @A4

05 April 2023
NGR: 380,805 E / 384,965 N

Legend

- Site Boundary
- Security Controlled Barrier
- Eastbound Route
- Southbound Route
- Initial Route into and out of Site

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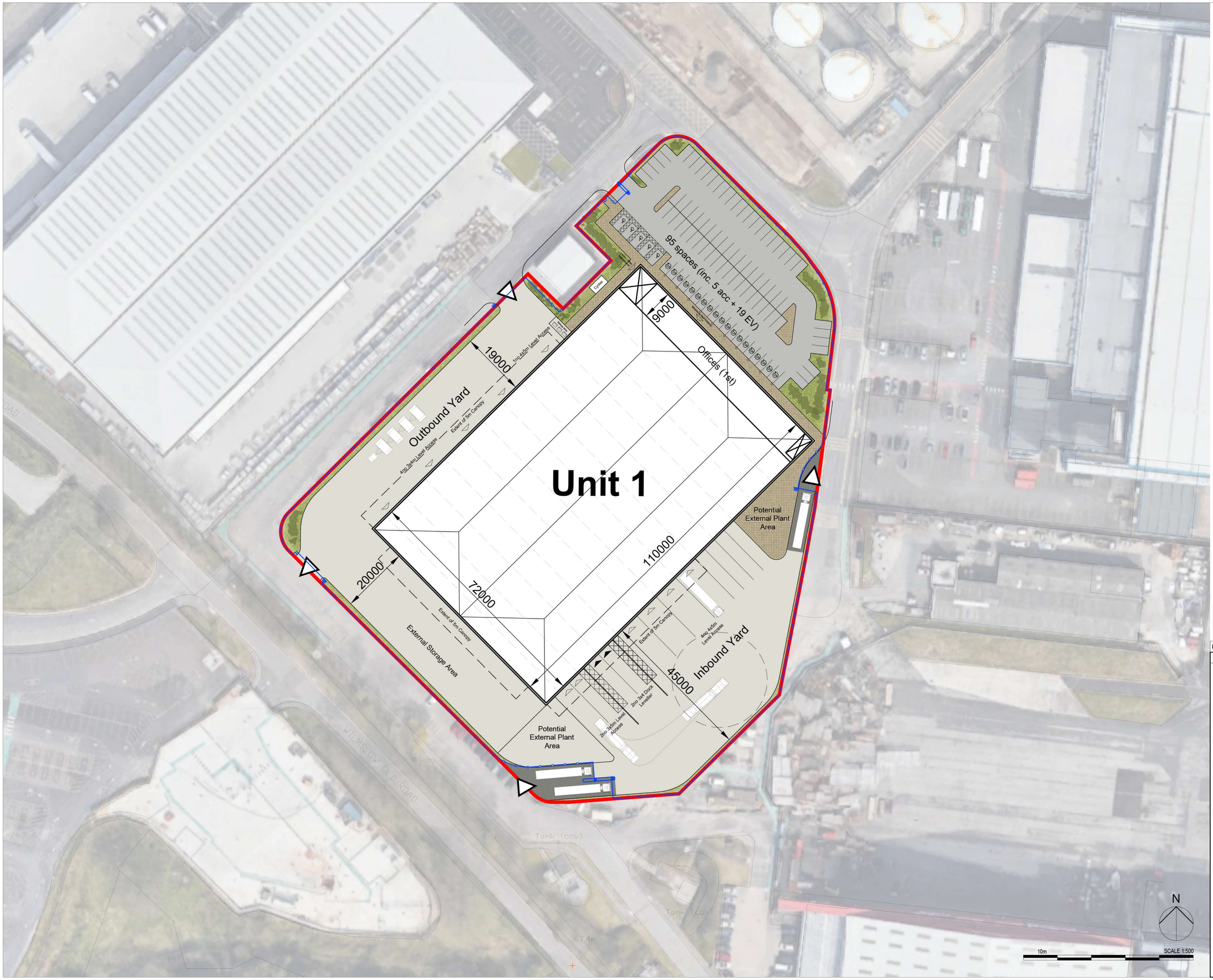
Appendices

Appendix A: Proposed Site Layout



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3. This drawing should be read in conjunction with all other relevant drawings and specifications.

SCHEDULE OF ACCOMMODATION

Unit 1 GIA		m²	sq ft
Warehouse Footprint	:	7,272	78,276
Office Undercroft	:	561	6,038
Grd Floor Rec.+ FE	:	87	936
1st Floor Office	:	648	6,975
TOTAL GIA	**:**	**8,568**	**92,225**
Site Area	:	1.958Ha	4.89acres
Site Density	:	43.75%	
Haunch Height	:	12.5m	
Dock Levellers	:	2	
Level Access	:	11	
HGV Parking	:	12 (inc. 8 Loading)	
Cycles	:	9	
Car Parking	:	95 (inc. 5 Accessible and 19 Ev)	

Rev	Description	By	Apr	Date
P01	First Issue	LL	MJH	10/03/23

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Client
COLUMBIA THREADNEEDLE INVESTMENTS

Project
Hangar 4, Manchester Airport

DRAFT

Title
Proposed Site Plan

RPS Project Number	Scale @ A1	Date Created
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Task Team Manager	**Information Author**	**Task Information Manager**
KRP	LL	MJH

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S2 (Suitable for Information)

Document Number
020993-RPS-SI-XX-DR-A-0110

Revision
P01

Project Code - Originator - VolSys - Level/Loc - Type - Role - Drawing Number

rpsgroup.com

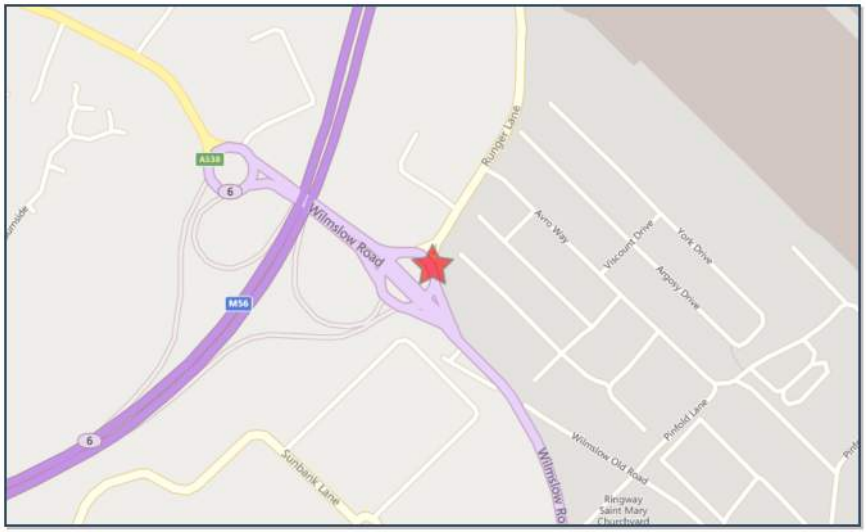
Appendix B: Accident Reports

crashmap.co.uk

Validated Data

Crash Date:	Friday, February 24, 2017	**Time of Crash:**	9:43:00 PM	**Crash Reference:**	**201706EJ28181**

Highest Injury Severity:	Slight	**Road Number:**	A538	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	380587 385045
Weather Description:	Other				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Roundabout				
Junction Control:	Auto traffic signal				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Nearside or offside crash barrier
2	Car (excluding private hire)	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

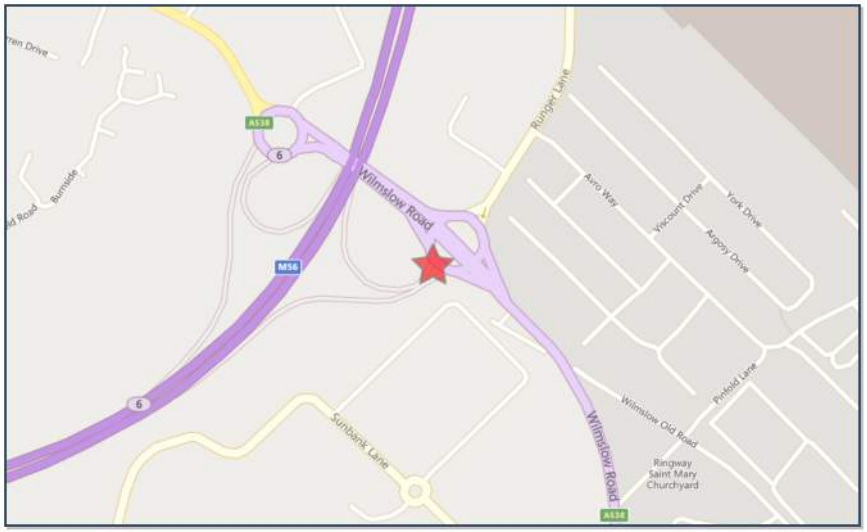
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Thursday, January 26, 2017	**Time of Crash:**	9:58:00 AM	**Crash Reference:**	**201706EM26613**

Highest Injury Severity:	Slight	**Road Number:**	M56	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	380512 384986
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Slip Road				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None
2	Car (excluding private hire)	2	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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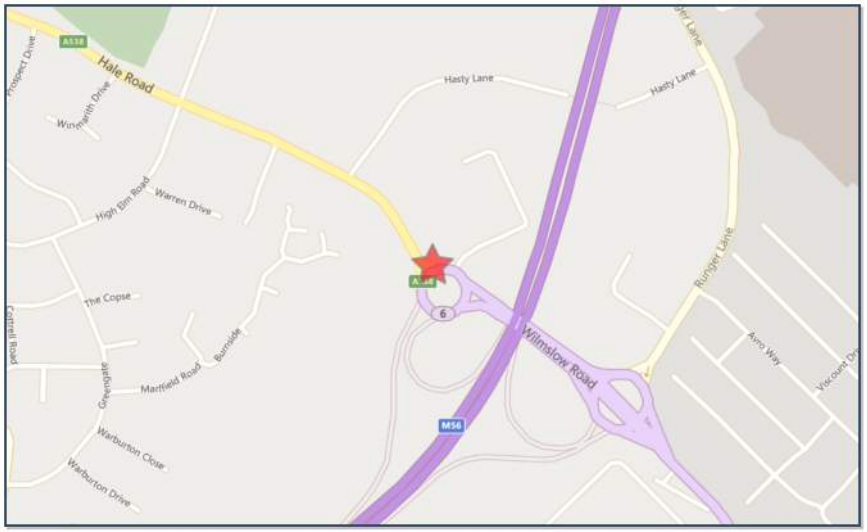
Validated Data

Crash Date:	Wednesday, June 28, 2017	**Time of Crash:**	7:03:00 AM	**Crash Reference:**	**201706M032493**

Highest Injury Severity:	Slight	**Road Number:**	A538	**Number of Casualties:**	1
Highway Authority:	Trafford			**Number of Vehicles:**	2
Local Authority:	Trafford Metropolitan Borough			**OS Grid Reference:**	380260 385228
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)	17	Female	16 - 20	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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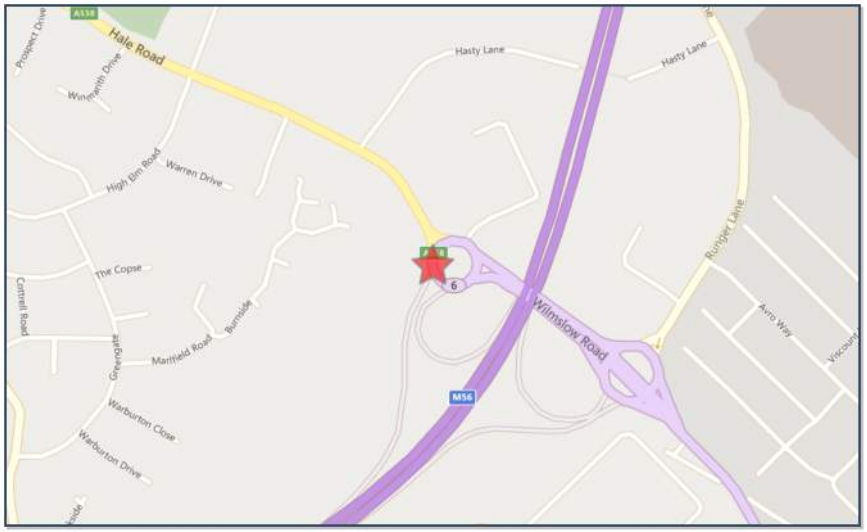
Validated Data

Crash Date:	Saturday, February 25, 2017	**Time of Crash:**	9:50:00 AM	**Crash Reference:**	**201706ME27816**

Highest Injury Severity:	Slight	**Road Number:**	A538	**Number of Casualties:**	1
Highway Authority:	Trafford			**Number of Vehicles:**	2
Local Authority:	Trafford Metropolitan Borough			**OS Grid Reference:**	380243 385185
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Bus or coach (17+ passenger seats)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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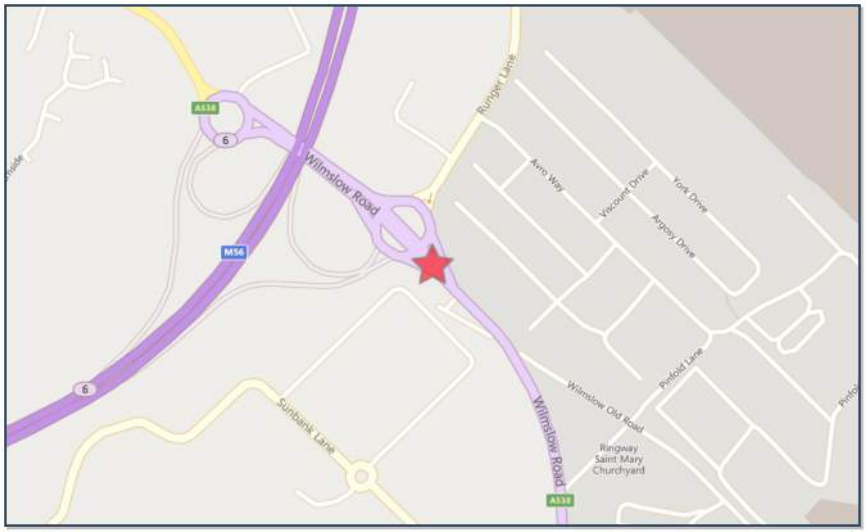
Validated Data

Crash Date:	Sunday, May 21, 2017	**Time of Crash:**	6:40:00 PM	**Crash Reference:**	**201706XC31227**

Highest Injury Severity:	Slight	**Road Number:**	A538	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	3
Local Authority:	Manchester City			**OS Grid Reference:**	380594 384967
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	Road sign/Traffic signal
2	Car (excluding private hire)	5	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)	1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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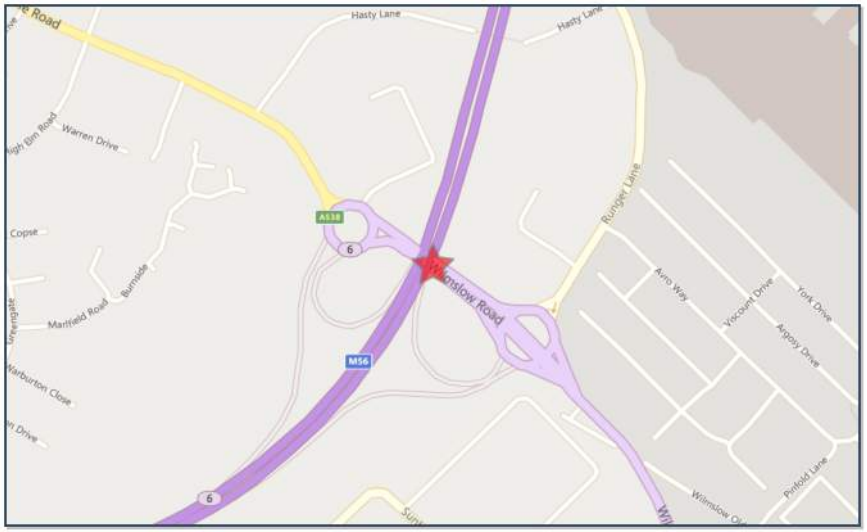
Validated Data

Crash Date:	Friday, December 01, 2017	**Time of Crash:**	2:39:00 PM	**Crash Reference:**	**201706XC38004**

Highest Injury Severity:	Slight	**Road Number:**	M56	**Number of Casualties:**	2
Highway Authority:	Manchester			**Number of Vehicles:**	3
Local Authority:	Manchester City			**OS Grid Reference:**	380402 385133
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is changing lane to the left	Did not impact	Other	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is changing lane to the left	Front	Journey as part of work	None	None
3	Van or goods vehicle 3.5 tonnes mgw and under	14	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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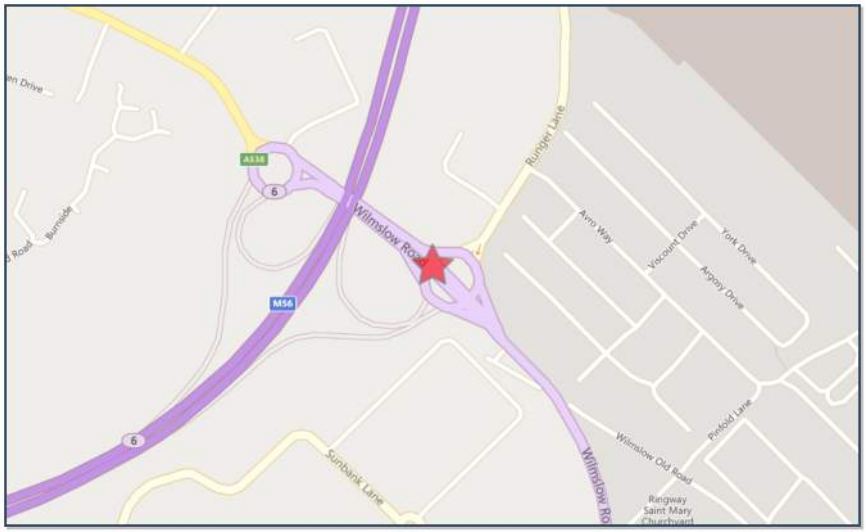
Validated Data

Crash Date:	Monday, July 23, 2018	**Time of Crash:**	1:44:00 PM	**Crash Reference:**	**201806E146635**

Highest Injury Severity:	Slight	**Road Number:**	A538	**Number of Casualties:**	7
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	380518 385043
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	5	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	6	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other
2	7	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

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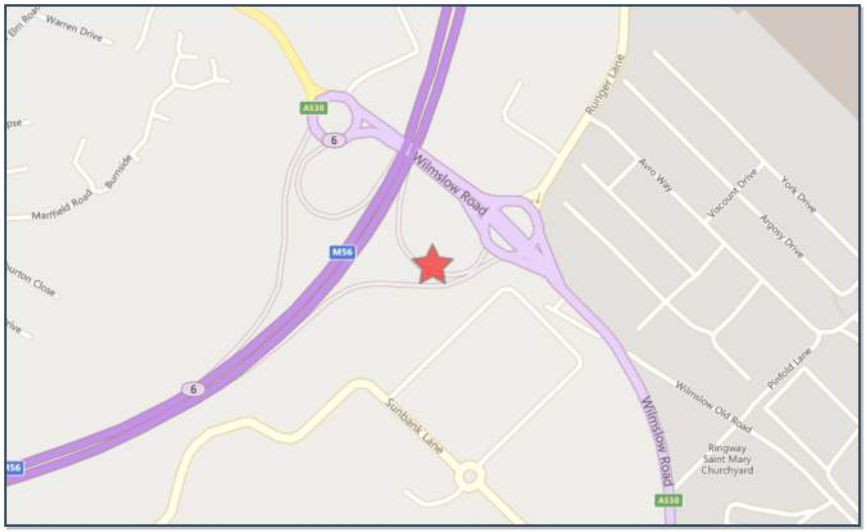
Validated Data

Crash Date:	Friday, December 13, 2019	**Time of Crash:**	3:00:00 AM	**Crash Reference:**	**201906XI65785**

Highest Injury Severity:	Serious	**Road Number:**	M56	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester City			**OS Grid Reference:**	380426 384961
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Slip Road				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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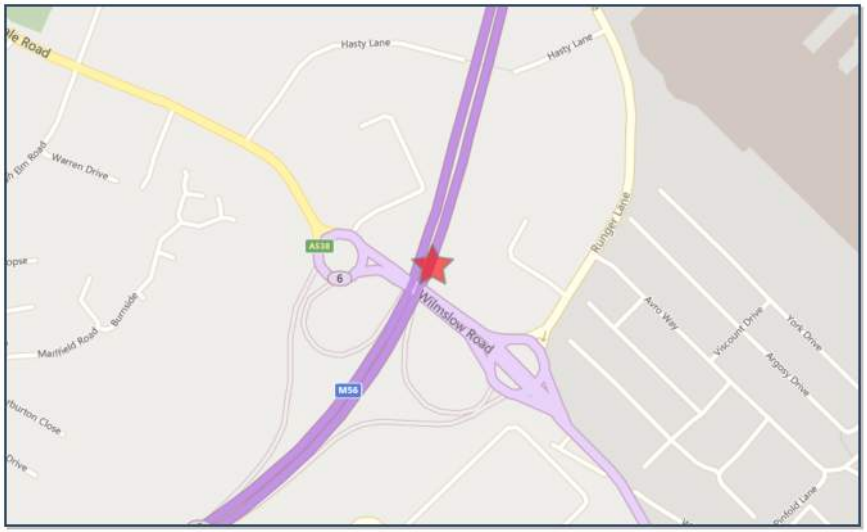
Validated Data

Crash Date:	Monday, November 29, 2021	**Time of Crash:**	5:45:00 PM	**Crash Reference:**	**2021061135334**

Highest Injury Severity:	Slight	**Road Number:**	M56	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	380418 385172
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	46 - 55	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

Appendix C: Raw TRICs Output Data

Calculation Reference: AUDIT-705118-220914-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DV	DEVON	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	3 days
08	NORTH WEST		
	LC	LANCASHIRE	3 days
09	NORTH		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1776 to 23226 (units: sqm)
Range Selected by User: 708 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 01/03/20

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	10

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:

Industrial Zone	9
Commercial Zone	1
Development Zone	2

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

Secondary Filtering selection:

Use Class:

Not Known	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days
1.6 to 2.0	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:

No	12 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:

No PTAL Present	12 days

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

LIST OF SITES relevant to selection parameters

1 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY *03/07/17* *Survey Type: MANUAL*

2 LC-02-D-06 INDUSTRIAL ESTATE LANCASHIRE
SMALLSHAW LANE
BURNLEY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7383 sqm
Survey date: THURSDAY *29/09/16* *Survey Type: MANUAL*

3 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRE
CHAIN CAUL WAY
PRESTON
ASHTON-ON-RIBBLE
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

4 LC-02-D-08 INDUSTRIAL ESTATE LANCASHIRE
NOOK LANE
BAMBER BRIDGE

Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

5 LN-02-D-03 INDUSTRIAL ESTATE LINCOLNSHIRE
DEACON ROAD
LINCOLN

Edge of Town
Industrial Zone
Total Gross floor area: 11265 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

6 NR-02-D-01 INDUSTRIAL ESTATE NORTHAMPTONSHIRE
ROBINSON WAY
KETTERING

Edge of Town
Industrial Zone
Total Gross floor area: 12900 sqm
Survey date: THURSDAY *23/10/14* *Survey Type: MANUAL*

7 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY *04/04/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

9 WO-02-D-01 INDUSTRIAL ESTATE WORCESTERSHIRE
SANDY LANE
STOURPORT-ON-SEVERN

Edge of Town
Commercial Zone
Total Gross floor area: 2758 sqm
Survey date: FRIDAY 23/05/14 Survey Type: MANUAL

10 WY-02-D-04 INDUSTRIAL ESTATE WEST YORKSHIRE
LAW STREET
CLECKHEATON

Edge of Town
Industrial Zone
Total Gross floor area: 23226 sqm
Survey date: THURSDAY 15/09/16 Survey Type: MANUAL

11 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY 22/05/17 Survey Type: MANUAL

12 WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.010	1	20860	0.000	1	20860	0.010
05:30 - 06:00	1	20860	0.067	1	20860	0.014	1	20860	0.081
06:00 - 06:30	2	16063	0.031	2	16063	0.006	2	16063	0.037
06:30 - 07:00	2	16063	0.068	2	16063	0.019	2	16063	0.087
07:00 - 07:30	12	8759	0.140	12	8759	0.033	12	8759	0.173
07:30 - 08:00	12	8759	0.293	12	8759	0.067	12	8759	0.360
08:00 - 08:30	12	8759	0.262	12	8759	0.139	12	8759	0.401
08:30 - 09:00	12	8759	0.165	12	8759	0.106	12	8759	0.271
09:00 - 09:30	12	8759	0.154	12	8759	0.103	12	8759	0.257
09:30 - 10:00	12	8759	0.127	12	8759	0.105	12	8759	0.232
10:00 - 10:30	12	8759	0.156	12	8759	0.127	12	8759	0.283
10:30 - 11:00	12	8759	0.101	12	8759	0.103	12	8759	0.204
11:00 - 11:30	12	8759	0.114	12	8759	0.130	12	8759	0.244
11:30 - 12:00	12	8759	0.118	12	8759	0.130	12	8759	0.248
12:00 - 12:30	12	8759	0.132	12	8759	0.162	12	8759	0.294
12:30 - 13:00	12	8759	0.147	12	8759	0.154	12	8759	0.301
13:00 - 13:30	12	8759	0.143	12	8759	0.155	12	8759	0.298
13:30 - 14:00	12	8759	0.129	12	8759	0.123	12	8759	0.252
14:00 - 14:30	12	8759	0.121	12	8759	0.144	12	8759	0.265
14:30 - 15:00	12	8759	0.111	12	8759	0.122	12	8759	0.233
15:00 - 15:30	12	8759	0.099	12	8759	0.117	12	8759	0.216
15:30 - 16:00	12	8759	0.075	12	8759	0.119	12	8759	0.194
16:00 - 16:30	12	8759	0.084	12	8759	0.169	12	8759	0.253
16:30 - 17:00	12	8759	0.090	12	8759	0.215	12	8759	0.305
17:00 - 17:30	12	8759	0.053	12	8759	0.213	12	8759	0.266
17:30 - 18:00	12	8759	0.059	12	8759	0.138	12	8759	0.197
18:00 - 18:30	12	8759	0.018	12	8759	0.059	12	8759	0.077
18:30 - 19:00	12	8759	0.018	12	8759	0.043	12	8759	0.061
19:00 - 19:30	2	16063	0.087	2	16063	0.037	2	16063	0.124
19:30 - 20:00	2	16063	0.065	2	16063	0.096	2	16063	0.161
20:00 - 20:30	2	16063	0.012	2	16063	0.062	2	16063	0.074
20:30 - 21:00	2	16063	0.006	2	16063	0.022	2	16063	0.028
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.255			3.232			6.487

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:	1776 - 23226 (units: sqm)
Survey date date range:	01/01/14 - 01/03/20
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	20860	0.000	1	20860	0.000	1	20860	0.000
05:30 - 06:00	1	20860	0.000	1	20860	0.005	1	20860	0.005
06:00 - 06:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
06:30 - 07:00	2	16063	0.003	2	16063	0.000	2	16063	0.003
07:00 - 07:30	12	8759	0.001	12	8759	0.006	12	8759	0.007
07:30 - 08:00	12	8759	0.011	12	8759	0.002	12	8759	0.013
08:00 - 08:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
08:30 - 09:00	12	8759	0.009	12	8759	0.017	12	8759	0.026
09:00 - 09:30	12	8759	0.011	12	8759	0.010	12	8759	0.021
09:30 - 10:00	12	8759	0.016	12	8759	0.014	12	8759	0.030
10:00 - 10:30	12	8759	0.013	12	8759	0.017	12	8759	0.030
10:30 - 11:00	12	8759	0.010	12	8759	0.010	12	8759	0.020
11:00 - 11:30	12	8759	0.008	12	8759	0.010	12	8759	0.018
11:30 - 12:00	12	8759	0.012	12	8759	0.013	12	8759	0.025
12:00 - 12:30	12	8759	0.010	12	8759	0.008	12	8759	0.018
12:30 - 13:00	12	8759	0.014	12	8759	0.013	12	8759	0.027
13:00 - 13:30	12	8759	0.013	12	8759	0.009	12	8759	0.022
13:30 - 14:00	12	8759	0.017	12	8759	0.005	12	8759	0.022
14:00 - 14:30	12	8759	0.011	12	8759	0.021	12	8759	0.032
14:30 - 15:00	12	8759	0.010	12	8759	0.012	12	8759	0.022
15:00 - 15:30	12	8759	0.010	12	8759	0.006	12	8759	0.016
15:30 - 16:00	12	8759	0.007	12	8759	0.009	12	8759	0.016
16:00 - 16:30	12	8759	0.004	12	8759	0.004	12	8759	0.008
16:30 - 17:00	12	8759	0.004	12	8759	0.005	12	8759	0.009
17:00 - 17:30	12	8759	0.002	12	8759	0.003	12	8759	0.005
17:30 - 18:00	12	8759	0.000	12	8759	0.002	12	8759	0.002
18:00 - 18:30	12	8759	0.001	12	8759	0.000	12	8759	0.001
18:30 - 19:00	12	8759	0.000	12	8759	0.000	12	8759	0.000
19:00 - 19:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
19:30 - 20:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:00 - 20:30	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:30 - 21:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.210			0.218			0.428

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.*

Appendix D: Raw Traffic Count Data from DNATA Site

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: RUNGER LANE (NORTH)

TIME / CLASS	LEFT TO AVRO WAY									STRAIGHT TO RUNGER LANE (SOUTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	0	0	7	2	1	0	0	2	12	1	1	90	2	4	0	0	2	100	112
5:15 - 5:30	1	0	13	0	1	0	0	1	16	0	1	70	0	3	0	0	2	76	92
5:30 - 5:45	0	0	23	0	0	0	0	1	24	1	0	69	3	3	0	0	3	79	103
5:45 - 6:00	0	1	13	0	1	0	0	2	17	1	0	65	0	4	1	0	2	73	90
HOURLY TOTAL	1	1	56	2	3	0	0	6	69	3	2	294	5	14	1	0	9	328	397
6:00 - 6:15	0	0	18	1	1	0	0	1	21	0	0	59	0	4	0	0	2	65	86
6:15 - 6:30	0	1	18	1	2	1	0	1	24	0	1	43	5	1	0	0	3	53	77
6:30 - 6:45	0	0	17	0	2	0	0	1	20	1	0	32	12	6	0	0	2	53	73
6:45 - 7:00	0	0	30	0	4	0	0	2	36	3	1	50	10	4	0	0	3	71	107
HOURLY TOTAL	0	1	83	2	9	1	0	5	101	4	2	184	27	15	0	0	10	242	343
7:00 - 7:15	0	0	7	1	4	0	0	1	13	1	0	62	6	11	0	0	3	83	96
7:15 - 7:30	0	0	9	0	7	0	0	1	17	1	0	87	12	6	0	0	4	110	127
7:30 - 7:45	0	0	13	2	6	0	1	0	22	2	0	70	9	8	0	0	2	91	113
7:45 - 8:00	1	0	20	2	1	0	0	2	26	0	2	80	6	9	0	0	3	100	126
HOURLY TOTAL	1	0	49	5	18	0	1	4	78	4	2	299	33	34	0	0	12	384	462
8:00 - 8:15	0	0	18	0	5	0	0	1	24	0	0	95	12	6	0	0	2	115	139
8:15 - 8:30	0	0	25	2	4	1	0	2	34	1	0	88	12	16	0	0	3	120	154
8:30 - 8:45	1	0	27	1	6	1	0	1	37	0	0	91	4	7	0	0	2	104	141
8:45 - 9:00	2	0	43	1	2	0	0	2	50	0	0	66	11	6	1	0	3	87	137
HOURLY TOTAL	3	0	113	4	17	2	0	6	145	1	0	340	39	35	1	0	10	426	571
9:00 - 9:15	1	0	19	2	3	1	0	1	27	0	1	66	15	6	0	0	3	91	118
9:15 - 9:30	0	0	14	1	4	1	0	2	22	0	0	66	5	6	0	0	0	77	99
9:30 - 9:45	2	1	11	1	6	0	0	0	21	0	0	62	12	2	0	0	2	78	99
9:45 - 10:00	0	0	7	1	6	1	0	3	18	0	0	45	5	4	0	0	3	57	75
HOURLY TOTAL	3	1	51	5	19	3	0	6	88	0	1	239	37	18	0	0	8	303	391
PERIOD TOTAL	8	3	352	18	66	6	1	27	481	12	7	1356	141	116	2	0	49	1683	2164
15:00 - 15:15	0	0	12	3	4	0	0	2	21	0	0	72	16	3	0	0	0	91	112
15:15 - 15:30	1	0	8	3	2	1	0	2	17	1	0	74	9	9	1	0	1	95	112
15:30 - 15:45	1	0	2	0	2	0	0	2	7	2	0	71	14	6	1	0	1	95	102
15:45 - 16:00	1	0	7	0	3	0	0	3	14	0	0	85	17	8	0	0	2	112	126
HOURLY TOTAL	3	0	29	6	11	1	0	9	59	3	0	302	56	26	2	0	4	393	452
16:00 - 16:15	0	0	8	0	2	0	0	1	11	0	0	93	17	8	0	0	1	119	130
16:15 - 16:30	0	0	9	0	7	0	0	1	17	0	0	104	21	6	0	0	1	132	149
16:30 - 16:45	0	1	4	2	4	0	0	3	14	0	1	99	17	4	0	0	1	122	136
16:45 - 17:00	0	0	8	0	3	0	0	4	15	0	0	99	19	4	0	0	3	125	140
HOURLY TOTAL	0	1	29	2	16	0	0	9	57	0	1	395	74	22	0	0	6	498	555
17:00 - 17:15	0	0	7	2	1	0	1	2	13	0	0	104	10	6	0	0	0	120	133
17:15 - 17:30	0	1	10	2	2	0	0	2	17	0	1	103	21	5	2	0	3	135	152
17:30 - 17:45	0	0	7	0	1	0	1	1	10	0	0	83	14	6	1	0	1	105	115
17:45 - 18:00	0	0	11	2	4	0	1	4	22	0	0	101	15	5	1	0	4	126	148
HOURLY TOTAL	0	1	35	6	8	0	3	9	62	0	1	391	60	22	4	0	8	486	548
18:00 - 18:15	1	0	11	2	1	0	0	1	16	1	0	102	10	4	0	0	4	121	137
18:15 - 18:30	0	1	10	1	3	1	0	2	18	1	0	66	8	2	0	0	3	80	98
18:30 - 18:45	0	1	5	0	1	0	0	1	8	1	0	58	12	1	0	0	3	75	83
18:45 - 19:00	0	0	9	0	0	0	0	3	12	0	0	62	13	2	0	0	4	81	93
HOURLY TOTAL	1	2	35	3	5	1	0	7	54	3	0	288	43	9	0	0	14	357	411
PERIOD TOTAL	4	4	128	17	40	2	3	34	232	6	2	1376	233	79	6	0	32	1734	1966

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: AVRO WAY

TIME / CLASS	LEFT TO RUNGER LANE (SOUTH)									RIGHT TO RUNGER LANE (NORTH)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	0	0	6	0	2	0	0	0	8	0	1	4	1	0	1	0	3	10	18
5:15 - 5:30	0	0	6	0	0	0	1	0	7	0	0	4	0	0	0	0	2	6	13
5:30 - 5:45	0	0	11	1	1	1	1	0	15	0	0	3	0	4	0	0	2	9	24
5:45 - 6:00	0	0	11	2	2	2	1	0	18	0	0	5	4	1	0	1	1	12	30
HOURLY TOTAL	0	0	34	3	5	3	3	0	48	0	1	16	5	5	1	1	8	37	85
6:00 - 6:15	0	0	20	1	1	1	0	0	23	0	0	6	0	0	0	0	2	8	31
6:15 - 6:30	0	0	24	0	3	4	0	0	31	0	0	3	0	3	0	0	0	6	37
6:30 - 6:45	2	0	23	1	1	3	0	0	30	0	0	5	0	1	0	0	4	10	40
6:45 - 7:00	0	0	20	0	2	2	0	1	25	0	2	7	0	1	1	0	0	11	36
HOURLY TOTAL	2	0	87	2	7	10	0	1	109	0	2	21	0	5	1	0	6	35	144
7:00 - 7:15	0	0	36	0	11	4	2	0	53	0	1	14	1	4	0	0	2	22	75
7:15 - 7:30	0	0	13	4	8	1	5	0	31	0	1	2	1	5	1	0	0	10	41
7:30 - 7:45	1	0	5	1	5	6	5	0	23	0	0	2	0	5	0	0	3	10	33
7:45 - 8:00	0	0	5	0	10	0	7	1	23	0	0	4	1	7	0	0	0	12	35
HOURLY TOTAL	1	0	59	5	34	11	19	1	130	0	2	22	3	21	1	0	5	54	184
8:00 - 8:15	1	0	1	0	11	5	3	0	21	0	0	2	1	5	0	0	2	10	31
8:15 - 8:30	2	0	6	1	7	6	2	0	24	0	0	5	1	5	1	0	1	13	37
8:30 - 8:45	1	0	1	1	9	3	4	0	19	0	0	9	2	9	0	0	3	23	42
8:45 - 9:00	0	0	9	1	11	2	1	1	25	0	0	5	1	4	1	1	0	12	37
HOURLY TOTAL	4	0	17	3	38	16	10	1	89	0	0	21	5	23	2	1	6	58	147
9:00 - 9:15	1	0	8	1	3	4	3	0	20	0	0	13	6	3	1	0	1	24	44
9:15 - 9:30	1	0	6	0	8	1	3	0	19	0	0	9	3	3	0	1	1	17	36
9:30 - 9:45	0	0	3	1	6	2	1	0	13	0	0	10	2	3	0	0	2	17	30
9:45 - 10:00	0	0	7	0	11	1	2	1	22	0	0	7	0	8	0	0	0	15	37
HOURLY TOTAL	2	0	24	2	28	8	9	1	74	0	0	39	11	17	1	1	4	73	147
PERIOD TOTAL	9	0	221	15	112	48	41	4	450	0	5	119	24	71	6	3	29	257	707
15:00 - 15:15	0	0	52	1	8	0	1	0	62	0	0	22	4	3	1	0	3	33	95
15:15 - 15:30	1	0	26	2	8	2	1	0	40	1	0	17	5	3	0	0	1	27	67
15:30 - 15:45	0	1	31	0	10	4	4	0	50	1	0	18	5	4	0	0	4	32	82
15:45 - 16:00	1	0	30	2	12	2	1	1	49	0	0	23	10	6	0	0	1	40	89
HOURLY TOTAL	2	1	139	5	38	8	7	1	201	2	0	80	24	16	1	0	9	132	333
16:00 - 16:15	1	0	45	0	7	2	2	0	57	2	0	32	4	4	0	0	2	44	101
16:15 - 16:30	0	1	15	0	3	1	0	0	20	0	0	14	4	3	0	0	2	23	43
16:30 - 16:45	1	0	24	0	7	1	2	0	35	1	0	21	9	5	0	0	1	37	72
16:45 - 17:00	0	0	23	0	10	0	0	2	35	1	0	21	4	6	0	0	2	34	69
HOURLY TOTAL	2	1	107	0	27	4	4	2	147	4	0	88	21	18	0	0	7	138	285
17:00 - 17:15	0	1	40	0	8	2	0	0	51	1	0	45	4	4	0	0	3	57	108
17:15 - 17:30	0	1	25	0	6	0	0	0	32	0	0	25	3	3	0	0	1	32	64
17:30 - 17:45	0	0	54	0	4	0	0	0	58	0	0	43	1	3	0	0	3	50	108
17:45 - 18:00	1	1	32	0	7	0	0	1	42	0	0	23	6	2	0	0	3	34	76
HOURLY TOTAL	1	3	151	0	25	2	0	1	183	1	0	136	14	12	0	0	10	173	356
18:00 - 18:15	5	0	26	0	4	1	3	0	39	0	0	24	1	4	0	0	2	31	70
18:15 - 18:30	2	1	42	1	11	1	1	0	59	0	0	18	4	1	0	0	2	25	84
18:30 - 18:45	0	1	30	0	7	0	1	0	39	3	1	13	5	0	0	0	2	24	63
18:45 - 19:00	2	0	16	0	1	1	3	1	24	0	0	8	0	0	0	0	2	10	34
HOURLY TOTAL	9	2	114	1	23	3	8	1	161	3	1	63	10	5	0	0	8	90	251
PERIOD TOTAL	14	7	511	6	113	17	19	5	692	10	1	367	69	51	1	0	34	533	1225

Manual Classified Turning Counts, Manchester Airport

DATE: THURSDAY 15th SEPTEMBER 2022

LOCATION: RUNGER LANE / AVRO WAY

ARM: RUNGER LANE (SOUTH)

TIME / CLASS	STRAIGHT TO RUNGER LANE (NORTH)									RIGHT TO AVRO WAY									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
5:00 - 5:15	1	0	36	0	2	0	0	3	42	3	0	12	0	1	0	1	0	17	59
5:15 - 5:30	0	1	30	0	2	0	1	2	36	1	0	11	0	1	1	1	0	15	51
5:30 - 5:45	0	0	36	0	3	0	0	2	41	1	0	38	1	4	0	0	0	44	85
5:45 - 6:00	1	0	24	0	5	0	0	2	32	1	0	53	1	3	3	1	0	62	94
HOURLY TOTAL	2	1	126	0	12	0	1	9	151	6	0	114	2	9	4	3	0	138	289
6:00 - 6:15	2	0	21	2	5	0	0	2	32	0	1	45	0	7	1	3	0	57	89
6:15 - 6:30	1	0	36	0	5	0	0	2	44	0	0	37	1	5	0	3	1	47	91
6:30 - 6:45	0	0	46	3	9	0	0	2	60	0	0	45	2	8	2	2	0	59	119
6:45 - 7:00	0	0	45	5	4	0	0	2	56	0	0	65	3	11	4	1	0	84	140
HOURLY TOTAL	3	0	148	10	23	0	0	8	192	0	1	192	6	31	7	9	1	247	439
7:00 - 7:15	0	0	44	4	3	0	0	4	55	0	1	44	0	17	1	1	0	64	119
7:15 - 7:30	1	0	55	5	0	1	1	5	68	1	1	41	1	12	7	3	1	67	135
7:30 - 7:45	0	0	57	2	4	1	0	1	65	0	0	33	1	10	1	6	0	51	116
7:45 - 8:00	0	0	71	1	6	1	0	2	81	0	1	28	1	13	2	2	0	47	128
HOURLY TOTAL	1	0	227	12	13	3	1	12	269	1	3	146	3	52	11	12	1	229	498
8:00 - 8:15	0	0	68	13	6	0	0	2	89	0	1	19	0	13	1	0	0	34	123
8:15 - 8:30	0	0	71	6	3	1	1	2	84	0	0	36	2	8	5	1	0	52	136
8:30 - 8:45	0	0	72	9	3	0	0	2	86	0	0	46	3	11	0	1	2	63	149
8:45 - 9:00	0	0	71	4	8	0	0	4	87	0	0	57	2	7	2	1	0	69	156
HOURLY TOTAL	0	0	282	32	20	1	1	10	346	0	1	158	7	39	8	3	2	218	564
9:00 - 9:15	0	0	50	6	2	0	0	2	60	0	0	30	2	12	0	6	0	50	110
9:15 - 9:30	0	1	40	4	5	2	0	1	53	0	0	16	0	9	1	2	0	28	81
9:30 - 9:45	0	0	53	4	5	3	0	1	66	0	0	12	1	8	3	3	1	28	94
9:45 - 10:00	0	0	30	4	5	0	0	2	41	0	0	17	0	8	3	2	0	30	71
HOURLY TOTAL	0	1	173	18	17	5	0	6	220	0	0	75	3	37	7	13	1	136	356
PERIOD TOTAL	6	2	956	72	85	9	3	45	1178	7	5	685	21	168	37	40	5	968	2146
15:00 - 15:15	1	0	52	11	8	0	0	1	73	0	0	13	7	11	7	1	0	39	112
15:15 - 15:30	1	1	50	5	7	0	0	0	64	1	0	12	2	3	1	0	0	19	83
15:30 - 15:45	0	0	42	10	10	1	0	1	64	0	0	12	6	6	3	4	1	32	96
15:45 - 16:00	0	1	55	2	7	0	0	1	66	0	0	15	4	6	1	1	0	27	93
HOURLY TOTAL	2	2	199	28	32	1	0	3	267	1	0	52	19	26	12	6	1	117	384
16:00 - 16:15	1	0	51	12	5	1	0	1	71	1	0	10	4	4	6	0	0	25	96
16:15 - 16:30	0	0	50	12	13	0	0	1	76	0	0	15	3	7	4	6	0	35	111
16:30 - 16:45	0	0	59	5	14	0	0	3	81	0	0	8	3	6	1	0	0	18	99
16:45 - 17:00	0	0	71	10	18	0	0	1	100	0	0	10	1	3	4	0	0	18	118
HOURLY TOTAL	1	0	231	39	50	1	0	6	328	1	0	43	11	20	15	6	0	96	424
17:00 - 17:15	0	1	70	10	9	0	0	2	92	2	0	4	4	5	2	1	0	18	110
17:15 - 17:30	0	0	84	10	10	0	0	1	105	2	0	7	2	0	1	0	1	13	118
17:30 - 17:45	1	0	156	13	15	1	0	3	189	3	0	9	1	3	4	2	1	23	212
17:45 - 18:00	0	2	101	10	11	0	0	3	127	2	0	25	1	4	0	0	0	32	159
HOURLY TOTAL	1	3	411	43	45	1	0	9	513	9	0	45	8	12	7	3	2	86	599
18:00 - 18:15	0	0	98	11	4	0	0	2	115	6	0	17	2	4	3	1	0	33	148
18:15 - 18:30	1	1	64	8	2	0	0	5	81	0	0	15	1	6	0	2	1	25	106
18:30 - 18:45	0	0	34	16	6	0	0	3	59	2	0	20	1	6	0	1	0	30	89
18:45 - 19:00	0	3	28	4	3	0	0	2	40	1	0	22	0	3	1	2	0	29	69
HOURLY TOTAL	1	4	224	39	15	0	0	12	295	9	0	74	4	19	4	6	1	117	412
PERIOD TOTAL	5	9	1065	149	142	3	0	30	1403	20	0	214	42	77	38	21	4	416	1819