



Proposed Dakota Hotel, Manchester Airport Transport Assessment

For Evans Dakota Hotels Limited

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1. Introduction

1.1 Commission

Hydrock Fore has been commissioned by Evans Dakota Hotels Limited to provide transport advice in relation to a forthcoming planning application for the proposed development of a Dakota Luxury Boutique Hotel on land at Manchester Airport.

The commission includes the preparation of a Transport Assessment and Travel Plan to accompany the planning application. The Travel Plan is provided under separate cover.

1.2 The Site

The site is located to the north of Manchester Airport (the Airport) and is bound by Bailey Lane and Enterprise Way to the west and south, respectively, the existing northern spur of the Enterprise Way roundabout to the east, and trees to the north, with residential areas of Wythenshawe beyond.

The location of the site is illustrated on Figure 1, provided to the rear of this report.

1.3 The Proposed Development

The proposed development is as follows:

Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.

The proposed site layout plan is provided to the rear of this report at Appendix A.

1.4 Planning History

The proposed development site is located within the Airport City North masterplan area which received outline planning consent in 2013 (Planning Application Reference: 100831/00/2012/S2) as follows:

Outline planning application for Airport City North, comprising of Class B1(a) office space (113,433 square metres); Class B1(c) and Class B2 light and general industrial space (49,046 square metres); Class C1 hotels (47,398 square metres); Class A1, A2, A3, A4, A5, D1 and D2 accommodation (5,761 square metres) and associated parking and public realm works.

The proposed development site (Plot 112 of Airport City North) was identified for "Office/Hotel/Advanced Manufacturing" use with a capacity of 10,216 sqm GIA.

It is noted that the ability to submit a Reserved Matters planning application and bring forward a hotel on the site through the outline planning consent has expired.

The site has previously been in use both as Airport car parking and as a temporary construction compound.

1.5 Scoping Dialogue

A Transport Assessment Scoping Note¹ was submitted to Manchester City Council (MCC) on 6 February 2024. The Scoping Note provided details of the proposed development and presented the methodology to be used to assess the predicted vehicle trip generation of the proposed development, whilst also setting out the key elements of work to be included in the Transport Assessment.

¹ Proposed Dakota Hotel, Manchester Airport: Transport Assessment Scoping Note (Issue v3.0), Fore Consulting Limited, 2024.

Initial comments were received from MCC highlighting that a trip generation and distribution exercise should be undertaken so that the requirement for any operational assessments could be determined.

A subsequent Technical Note² was submitted to MCC on 18 March 2024, concluding that no detailed junction capacity assessments should be required on the basis that the increase in traffic generated by the proposed development is unlikely to represent a material impact on the operation of the local highway network.

Subsequent email correspondence was received from MCC Highways who confirmed that the proposed vehicle trip generation figures are acceptable and that the requirement for detailed junction capacity assessments should be determined based on a review of the operation of the highway network in the immediate vicinity of the proposed development. This review is set out in Section 7 of this report.

This Transport Assessment has been prepared in accordance with the approach set out in the Scoping Note and subsequent Technical Note, with comments received from MCC Highways considered.

1.6 Report Purpose

This Transport Assessment has been prepared to provide a robust assessment of the transport implications of the proposed development. The intention is to provide the necessary information to MCC in determining the planning application.

The structure and content of this Transport Assessment follows the national planning policy contained within the National Planning Policy Framework (NPPF)³ and Planning Practice Guidance (PPG)⁴. Due consideration has also been given to the relevant local guidance and standards published by MCC.

1.7 Report Structure

The report is structured as follows:

- » Section 2 describes the opportunities available to access the proposed hotel by sustainable modes of travel including walking, cycling and public transport.
- » Section 3 describes the local highway network within the vicinity of the proposed hotel and provides an assessment of the personal injury collision record at the proposed Enterprise Way site access roundabout.
- » Section 4 identifies national and local transport policies that are relevant to the proposed development and sets out how the development proposals respond to, and accord with, these policies.
- » Section 5 provides an overview of the proposed development and provides a summary of the access, parking, drop-off/pick-up and servicing arrangements.
- » Section 6 sets out the methodology used to determine the predicted vehicle trip generation and distribution associated with the proposed hotel.
- » Section 7 undertakes a review of the operation of the highway network in the immediate vicinity of the proposed development.
- » Section 8 summarises and concludes the findings of the report.

² Proposed Dakota Hotel, Manchester Airport: Scoping Technical Note (Issue v1.0), Fore Consulting Limited, 2024.

³ National Planning Policy Framework, Department for Levelling Up, Housing & Communities, 2023.

⁴ Planning Practice Guidance, Department for Levelling Up, Housing & Communities and Ministry of Housing, Communities & Local Government, 2014.

2. Sustainable Access

2.1 Introduction

This Section describes the opportunities available to access the proposed hotel by sustainable modes of travel including walking, cycling and public transport.

2.2 Pedestrian and Cycle Access

2.2.1 Pedestrian Catchment

Although walking distances will obviously vary between individuals and circumstances, the Chartered Institution of Highways & Transportation (CIHT) suggests acceptable walking distances for commuting and some other journey purposes as follows:

- » Desirable: 500m.
- » Acceptable: 1.0km.
- » Preferred Maximum: 2.0km.

Figure 2 presents the isochrones of 500m, 1.0km and 2.0km walking distance thresholds measured from the proposed hotel entrance.

The Figure shows that southern areas of Wythenshawe are located within the 2.0km walking distance threshold. As such, walking is a viable mode of travel for hotel staff travelling to/from these areas, in line with the walking distances suggested by the CIHT.

The proposed hotel is located within approximately 1.0km walking distance (approximate 15-minute walk) from the Manchester Airport rail, tram and bus stations and approximately 1.1km (approximate 16-minute walk) from the Terminal 2 building entrance.

Further, the proposed hotel is located within approximately 650m walking distance (approximate 9-minute walk) from the Manchester Business Park.

2.2.2 Cycle Catchment

The Cycling England document Integrating Cycling into Development Proposals suggests acceptable cycling distances of commuting and non-work purposes, as follows:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed."

Figure 3 shows that the proposed hotel is within an 8.0km cycling distance of areas including Altrincham, Cheadle Hulme, Didsbury, Gatley, Hale Barns, Handforth, Herald Green, Timperley, Wilmslow and Wythenshawe.

2.2.3 Pedestrian and Cyclist Infrastructure

Footways are provided on both sides of Bailey Lane, providing pedestrian access to/from the residential areas of Wythenshawe to the north.

Shared footways/cycleways are provided along both sides of Enterprise Way, providing pedestrian/cycle access to Manchester Business Park and to the Airport via Terminal 2 Roundabout. A segregated footway/cycleway is provided on the eastern side of Terminal 2 Roundabout, providing access the Airport.

A shared footway/cycleway is provided from the eastern side of the Enterprise Way at the Enterprise Way / Thornley Lane signalised junction, providing access to the Airport via the and the foot and cycle bridge over the M56 Airport Spur.

Pedestrian/cyclist crossings comprising dropped kerbs and tactile paving (with pedestrian/cyclist refuge provided on the splitter islands) are provided across all arms of the Enterprise Way site access roundabout.

2.3 Public Transport

2.3.1 Bus

The nearest bus stops to the proposed hotel are located adjacent to the site along Bailey Lane, as shown on Figure 4. The stops are served by the 18, 43, 103, 130, 768 and 769 bus services. The Table below provides a summary of the bus services available from Bailey Lane.

Table 1: Bailey Lane Bus Services

Bus Service	Route	Approximate Daytime Frequency (Each Direction)		
		Monday - Friday	Saturday	Sunday
18 (Arriva)	Eccles - Trafford Park - Sale - Wythenshawe - Manchester Airport	60 minutes	60 minutes	120 minutes
43 (Stagecoach)	Manchester - Withington - Northenden - Wythenshawe Manchester Airport	10 minutes	10 minutes	15 minutes
103 (Stagecoach)	Manchester - Moss Side - Wythenshawe - Peel Hall - Manchester Airport	30 minutes	30 minutes	60 minutes
130 (D&G Bus)	Macclesfield - Henbury - Wilmslow - Manchester Airport	60 minutes	120 minutes	No service

Note: Bus services correct as of 21 May 2024

The number 43 bus service runs through the night at a reduced frequency of every 30 minutes in each direction, Monday to Sunday.

The above bus services travel to/from the Airport's integrated transport hub, Manchester Airport Station. Bus services operate from the Manchester Airport Station to/from a wide range of local, regional and national destinations.

2.3.2 Rail and Tram Services

A number of local, regional and national rail services operate from the Manchester Airport Station. The station is located an approximate 15-minute walk from the proposed hotel and can be accessed via the pedestrian and cycle routes described in Section 2.2.3. The station can also be accessed by bus, as described in Section 2.3.1.

The tram stop at Manchester Airport Station is located on the Navy Line of the Manchester Metrolink system which operates between the Airport and Manchester Victoria every 12 minutes Monday to Saturday and every 15 minutes on a Sunday.

3. Local Highway Network

3.1 Introduction

This Section describes the local highway network within the vicinity of the proposed hotel and provides an assessment of the personal injury collision record at the proposed Enterprise Way site access roundabout.

3.2 Enterprise Way

The site is bound by Enterprise Way to the south. The hotel car park is to be accessed from the existing northern spur of the Enterprise Way roundabout. This will facilitate two-way vehicular access for hotel customers and taxis.

Enterprise Way is a dual carriageway which connects between the M56 via a grade-separated roundabout (Terminal 2 Roundabout) and the A555 Ringway Road West via a signalised junction. In addition to these junctions, signalised junctions are provided with Aviator Way and Thorley Lane. Priority junctions are provided with Bailey Lane (left-in and left-out movements to Bailey Lane only) and a car park located to the north of the Manchester Business Park.

As described in Section 2.2.3, shared footways/cycleways are provided along both sides of Enterprise Way, providing pedestrian/cycle access to Manchester Business Park and to the Airport via Terminal 2 Roundabout.

Pedestrian/cyclist crossings comprising dropped kerbs and tactile paving (with pedestrian/cyclist refuge provided on the splitter islands) are provided across all arms of the Enterprise Way site access roundabout. Puffin crossings are provided across the junctions with Aviator Way and Thorley Lane and toucan crossings are provided across the junction with the A555 Ringway Road West.

Enterprise Way is subject to a speed limit of 30mph and street lighting is provided.

3.3 Bailey Lane

The site is bound by Bailey Lane to the north west. A separate two-way access for service/delivery vehicles is to be provided onto Bailey Lane, in the broad location of the existing site access.

Bailey Lane is a single-carriageway road with one lane in each direction. Bailey Lane connects to Enterprise Way at a left-in/left-out priority junction arrangement and Portway at a simple three-arm priority junction. Bailey Lane becomes Selstead Road beyond the junction with Hilary Road.

As described in Section 2.2.3, footways are provided on both sides of Bailey Lane, providing pedestrian access to/from the residential areas of Wythenshawe to the north.

Bailey Lane is subject to a speed limit of 20mph and street lighting is provided. Speed cushions are provided directly to the southwest of the existing site access and either side of the junction with Hilary Road. On-road bus stops are provided on both sides of the carriageway.

3.4 Personal Injury Collision Record

An analysis of the personal injury collision record within the vicinity of the proposed site has been undertaken using the Crashmap website for the most recently available five-year period (2018 to 2022).

A review of the Crashmap website indicates that there have been no collisions recorded in the immediate vicinity of the site during the most recently available five-year period.

An extract of the Crashmap website is provided at Appendix B.

4. Transport and Planning Policy

4.1 Introduction

This Section identifies national and local transport policies that are relevant to the proposed development and sets out how the development proposals respond to, and accord with, these policies.

4.2 National Policy

4.2.1 National Planning Policy Framework

The 'National Planning Policy Framework' (NPPF)⁵ was revised in December 2023. The NPPF sets out national planning policy for England; specifically, how the planning system is to contribute to achieving sustainable development through the following interdependent objectives:

- » "An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- » A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
- » An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

The NPPF sets out a presumption in favour of sustainable development. This means that development proposals that accord with an up-to-date development plan should be approved without delay.

Specifically, in relation to transport, the NPPF states that the planning system should manage patterns of growth to address potential impacts of development on transport networks; realise opportunities from existing or proposed transport infrastructure and technology, and promote walking, cycling and public transport.

In relation to considering development proposals, the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment to ensure that the likely impacts of development are assessed.

Paragraph 115 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."

4.2.1.1 Planning Practice Guidance

Planning Practice Guidance (PPG) brings together many areas of English planning guidance into a stream-lined format. The guidance is a key material consideration in the decision-making process, set within the overarching NPPF.

⁵ National Planning Policy Framework, Department for Levelling Up, Housing & Communities, 2023.

PPG provides advice on when Transport Assessments, Transport Statements and Travel Plans are required⁶, and what they should contain. Paragraph 002 (Reference ID: 42-002-20140306) states that:

"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."

Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts, which may be a reason for refusal, in accordance with the NPPF.

4.3 Local Policy

4.3.1 Manchester Core Strategy (2012 to 2027)

The Manchester Core Strategy⁷ is the key document in the Manchester Local Plan. The Core Strategy sets out strategic policies for development in Manchester and forms the framework that planning applications are assessed against.

The Core Strategy was adopted on 11 July 2012 and updated in March 2024 following adoption of the Places for Everyone Joint Development Plan.

Some policies contained within the Core Strategy have been replaced by those within the Places for Everyone Joint Development Plan.

The following retained policies within the Core Strategy are relevant to the proposed development from a transport perspective.

4.3.1.1 Policy T 1 - Sustainable Transport

Policy T 1 relates to sustainable transport and sets out that the Council will support proposals that assist in delivering a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, and those that facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging point for electric vehicles.

4.3.1.2 Policy T 2 - Accessible Areas of Opportunity and Need

Policy T 2 sets out that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the Airport), is accessible by sustainable modes of travel, and provides appropriate car and cycle parking facilities, in line with Appendix B of the Core Strategy.

The Policy also sets out that proportionate Traffic Impact Assessments and Travel Plans should accompany major applications and any proposals where there are likely to be access or transport issues.

⁶ *Planning Practice Guidance: Travel Plans, Transport Assessments and Statements*, Department for Levelling Up, Housing and Communities, 2014.

⁷ *Manchester's Local Development Framework: Core Strategy Development Plan Document*, Manchester City Council, 2012.

4.3.2 *Places for Everyone Joint Development Plan (2022 to 2039)*

The Places for Everyone Joint Development Plan⁸ for Greater Manchester was adopted in March 2024.

The document is the plan for sustainable growth across the nine Greater Manchester boroughs and, amongst other objectives, sets out how they should develop, provides the strategic framework for local plans, and sets out policies to inform the preparation and determination of planning applications.

Some policies contained within the Core Strategy have been replaced by those within the Places for Everyone Joint Development Plan.

The following policies within the Places for Everyone Joint Development Plan are relevant to the proposed development from a transport perspective.

4.3.2.1 *Policy JP-C1: An Integrated Network*

Policy JP-C1 sets out a number of measures that will be supported to help deliver an accessible, low carbon Greater Manchester with world-class connectivity including, amongst other measures:

- » Delivering a pattern of development that minimises the need to travel and distance travelled by unsustainable modes.
- » Locating development to increase the proportion of trips that can be made by walking, cycling and public transport.
- » Ensuring new development considers the needs of all people and those modes which make most efficient and sustainable use of limited road space.

4.3.2.2 *Policy JP-C4: The Strategic Road Network*

Policy JP-C4 sets out that the Council will work with the Department for Transport, National Highways, Transport for the North and Transport for Greater Manchester to ensure a co-ordinated approach to the planning and delivery of potential interventions on the strategic road network and the local street network as planning applications come forward in accordance with Department for Transport, National Highways and other UK government policy and guidance, as applicable.

4.3.2.3 *Policy JP-C6 Walking and Cycling*

Policy JP-C6 sets out a range of measures that will be supported in order to help delivery a higher proportion of journeys made by walking and cycling including, amongst other measures, ensuring that routes are direct, easily navigable and integrated with the street and public transport network.

4.3.2.4 *Policy JP-C8: Transport Requirements of New Development*

Policy JP-C8 sets out how the Council will ensure new development is located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and to help deliver high quality, attractive, liveable and sustainable environments.

The includes, amongst other measures, ensuring safe and convenient access is provided for all users, ensuring appropriate connectivity to the existing highway network, ensuring adequate car and cycle parking is provided (including accessible and electric vehicle car parking spaces), providing designated pick-up/drop-off points for taxis and other demand responsive services, where appropriate, and making appropriate provision for deliveries and servicing.

⁸ *Places for Everyone Joint Development Plan Document For Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (2022 to 2039)*, Greater Manchester Combined Authority, 2024.

The Policy also sets out that planning applications will be accompanied by a Transport Assessment / Statement and Travel Plan, where appropriate, in order to assess impacts and determine appropriate mitigation of the strategic and local road networks.

4.3.3 Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy⁹ sets out Greater Manchester's long-term ambition for transport.

The overall vision is for Greater Manchester to have *"world class connections that support long-term sustainable economic growth and access to opportunity for all"*.

There are four key elements of the vision, which represent the goal of the strategy, as below:

- » Supporting sustainable economic growth.
- » Protecting our environment.
- » Improving quality of life for all.
- » Developing an innovative city-region.

The document focusses primarily on creating an integrated and coordinated transport system which supports a wide range of travel needs. The document also sets out an ambition to improve the transport system to ensure that by 2040, 50% of all journeys in Greater Manchester are made by public transport or active travel.

4.4 Summary

This Section has identified national and local transport policies that are relevant to the proposed development including the NPPF, PPG, the Manchester Core Strategy, the Places for Everyone Joint Development Plan and the Greater Manchester Transport Strategy 2040.

This Transport Assessment has been prepared in accordance with the NPPF and PPG, as well as Policies T2 and JP-C8 of the Core Strategy and the Places for Everyone Joint Development Plan, respectively.

Further, a Travel Plan has also been prepared under separate cover. The objective of the Travel Plan is to ensure that hotel employees and guests can choose from a range of options for travelling by non-single occupancy car journeys. This will be achieved through communicating the Travel Plan to employees and guests, and by providing the measures to help make sustainable travel practical and attractive. This supports the aims of Policy T1 of the Core Strategy and Policies JP-C1 and JP-C8 of the and the Places for Everyone Joint Development Plan regarding encouraging modal shift away from car travel to public transport, cycling and walking.

In accordance with Policy JP-C6, the proposed hotel will be integrated with the existing street network through the provision of a footway connection between the hotel entrance and the existing shared footway/cycleway along Enterprise Way and at the northern spur of the Enterprise Way roundabout.

In accordance with Policy JP-C8, appropriate connectivity to the existing highway network is achieved through the vehicular access arrangements, as set out in Section 5 of this Transport Assessment.

In accordance with Policy T2 of the Core Strategy and Policy JP-C8 of the Places for Everyone Joint Development Plan, adequate car and cycle parking is to be provided (including accessible and electric vehicle car parking spaces) as well as a designated pick-up/drop-off area (see Section 5.4 and 5.5 for further detail). An appropriate servicing/delivery access arrangement is to be provided from Bailey Lane, with a designated turning area provided within the site (see Section 5.6 for further detail).

⁹ Greater Manchester Transport Strategy 2040, TfGM on behalf of the Greater Manchester Combined Authority, 2017 (updated 2021).

5. The Proposed Development

5.1 Introduction

This Section provides an overview of the proposed development and provides a summary of the access, parking, drop-off/pick-up and servicing arrangements.

5.2 The Development Proposal

The proposed development is as follows:

Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.

The proposed site plan is provided to the rear of this Transport Assessment at Appendix A.

5.3 Access

5.3.1 Vehicular Access

The hotel car park is to be accessed from the existing northern spur of the Enterprise Way roundabout. This will facilitate two-way vehicular access for hotel customers and taxis.

An electric shuttle bus (Mercedes-Benz V-Class or similar) service is to be operated by the hotel between the hotel and the Airport.

A separate two-way access for service/delivery vehicles is to be provided from Bailey Lane, in the broad location of the existing site access. A turning area for service/delivery vehicles will be provided on the western edge of the hotel.

5.3.2 Pedestrian and Cyclists Access

A footway will connect between the hotel entrance and the existing shared footway/cycleway along Enterprise Way and at the northern spur of the Enterprise Way roundabout.

A zebra crossing is to be provided within the site facilitating pedestrian movements between the hotel entrance and car park.

Pedestrian/cyclist crossings comprising dropped kerbs and tactile paving (with pedestrian/cyclist refuge provided on the splitter islands) are provided across all arms of the Enterprise Way roundabout.

A shared footway/cycleway is provided from the eastern side of the Enterprise Way at the Enterprise Way / Thornley Lane signalised junction, providing access to the Airport via the foot and cycle bridge over the M56 Airport Spur.

5.4 Car Parking and Pick Up/Drop Off Arrangements

Car parking will be operated by a valet service, in line with that provided at other Dakota hotels. Concierge and valet staff will actively manage the drop-off area. The car park will be operational throughout hotel hours, and as a luxury hotel in close proximity to the Airport this is likely to be a 24-hour operation with guest arrivals partially aligning with flight schedules.

MCC's car parking standards, as contained within Appendix B of the Core Strategy are set out in the Table below.

Table 2: Manchester City Council Car Parking Standards

Land Use	Maximum Number of Car Park Spaces	Minimum No. Accessible Spaces as % of Total No. Spaces
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Hotel (C1)	1 space per bedroom including staff	3 bays or 6% of total capacity (whichever is greater)
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In line with the parking standards, a total of 130 car parking spaces (including 8 accessible spaces) will be provided. 8 of the spaces are to include electric vehicle charging points.

5.5 Cycle Parking

A cycle store with space for 16 cycles is to be provided at the hotel. This is in line with MCC's cycle parking standards (as set out in Appendix B of the Core Strategy) which require a minimum of 1 space per 10 guest rooms (with a minimum of 2 spaces provided).

5.6 Servicing and Deliveries

A two-way access for service/delivery vehicles is to be provided from Bailey Lane, in the broad location of the existing site access. A turning area for service/delivery vehicles will be provided on the western edge of the hotel.

A swept path analysis drawing demonstrating that the largest anticipated service vehicle (an 11.2m refuse collection vehicle) can satisfactorily enter and exit the site in forward gear is provided to the rear of this Transport Assessment.

6. Vehicle Trip Generation and Distribution

6.1 Introduction

This Section sets out the methodology used to determine the predicted vehicle trip generation and distribution associated with the proposed hotel.

6.2 Vehicle Trip Generation

To determine the predicted vehicle trip generation associated with the proposed hotel, vehicular trip rates have been derived from the TRICS database based on the search criteria set out in the Table below. The vehicle trip generation has been agreed with MCC Highways.

The full TRICS output is provided at Appendix C.

Table 3: TRICS Search Criteria - Proposed Hotel Use

TRICS Land Use Category	Hotel, Food & Drink (O6)/Hotel (A)
Location	Suburban Area / Edge of Town
Regions	All regions except Ireland, Northern Ireland and Greater London
Parameter	Bedrooms
Actual Range	124 to 157 bedrooms
Survey Days	Monday-Friday
Calculation Factor	Trips per bedroom

The agreed vehicular trip rates and corresponding trip generations are set out in the Table below for the period covered by the TRICS survey sites (07.00 to 00.00).

Table 4: Vehicle Trip Generation (07.00 to 00.00)

Time Period	Vehicle Trip Rates (per Bedroom)			Vehicle Trip Generation (154 Bedrooms)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07.00 - 08.00	0.044	0.150	0.194	7	23	30
08.00 - 09.00	0.103	0.188	0.291	16	29	45
09.00 - 10.00	0.121	0.148	0.269	19	23	41
10.00 - 11.00	0.086	0.136	0.222	13	21	34
11.00 - 12.00	0.068	0.119	0.187	10	18	29
12.00 - 13.00	0.054	0.082	0.136	8	13	21
13.00 - 14.00	0.106	0.085	0.191	16	13	29
14.00 - 15.00	0.133	0.092	0.225	20	14	35
15.00 - 16.00	0.116	0.081	0.197	18	12	30

Time Period	Vehicle Trip Rates (per Bedroom)			Vehicle Trip Generation (154 Bedrooms)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
16.00 - 17.00	0.129	0.064	0.193	20	10	30
17.00 - 18.00	0.201	0.107	0.308	31	16	47
18.00 - 19.00	0.150	0.093	0.243	23	14	37
19.00 - 20.00	0.102	0.079	0.181	16	12	28
20.00 - 21.00	0.069	0.045	0.114	11	7	18
21.00 - 22.00	0.068	0.042	0.110	10	6	17
22.00 - 23.00	0.000	0.006	0.006	0	1	1
23.00 - 00.00	0.006	0.000	0.006	1	0	1
Total	1.556	1.517	3.073	240	234	473

The Table above shows that the proposed hotel is predicted to generate a maximum of 47 two-way vehicle trips in any hour (predicted to occur between 17:00 and 18:00). This equates to one vehicle arrival/departure between approximately every 1 and 1.5 minutes across the hour.

6.3 Vehicle Trip Distribution

The vast majority of vehicle trips to/from the hotel will be undertaken by passengers travelling from further afield and staying at the hotel before or after their flight.

As such, it is likely that the majority of these trips will route to/from M56 Junction 5 to the west via Terminal 2 Roundabout. The remaining trips will route to and from the A555 to the east via the Enterprise Way / A555 Ringway Road West signalised junction.

The majority of vehicle trips to and from the hotel will be linked to the Airport and would be undertaken regardless of the hotel being built-out. If the hotel was not in place, trips would instead likely be made to one of the hotels located within the Airport complex.

As such, the vehicle routing will largely be the same but some localised trip diversion would occur. In this case, trips would route to/from Enterprise Way to access the proposed hotel (either via Terminal 2 Roundabout or the signalised junction with the A555 Ringway Road West) rather than World Way or Outwood Lane to access the hotels located within the Airport complex.

Therefore, whilst the vehicle trips generated by the hotel would be new to the highway network in the immediate vicinity of the proposed hotel (Enterprise Way), they would not be new to the wider highway network.

Notwithstanding, as set out in the previous section, the proposed hotel is predicted to generate a maximum of 47 two-way vehicle trips in any hour (predicted to occur between 17:00 and 18:00). This equates to one vehicle arrival/departure between approximately every 1 and 1.5 minutes across the hour.

This level of increase is not considered to be significant and is unlikely to represent a material impact on the operation of the local highway network in the immediate vicinity of the proposed hotel. As such, it is considered that no detailed junction capacity assessments should be required.

Notwithstanding, during scoping, MCC Highways confirmed that whilst the vehicle trip generation figures are acceptable, the requirement for detailed junction capacity assessments should be determined based on a

review of the operation of the highway network in the immediate vicinity of the proposed development. This review is set out in the following Section.

7. Local Highway Network Operation Review

7.1 Introduction

This Section provides a review of the operation of the highway network in the immediate vicinity of the proposed development.

This follows comments received from MCC Highways during the scoping stage that the requirement for detailed junction capacity assessments should be determined based on a review of the operation of the highway network in the immediate vicinity of the proposed development.

7.2 MCC Highways Comments

As described in the previous Section, the majority of vehicle trips to and from the proposed hotel will be linked to the Airport and would be undertaken regardless of the hotel being built-out. If the hotel was not in place, trips would instead likely be made to one of the hotels located within the Airport complex.

As such, the vehicle routing would largely be the same but some localised trip diversion would occur. In this case, trips would route to/from Enterprise Way to access the proposed hotel (either via Terminal 2 Roundabout or the signalised junction with the A555 Ringway Road West) rather than World Way or Outwood Lane to access the hotels located within the Airport complex.

Therefore, whilst the vehicle trips generated by the hotel would be new to the highway network in the immediate vicinity of the site (Enterprise Way), they would not be new to the wider highway network (i.e. Terminal 2 Roundabout and A555 Ringway Road West / Enterprise Way three-arm signalised junction).

During scoping, MCC Highways accepted this and provided comments as follows:

"It would be useful to understand whether the road providing for the site access is currently congested or not - if it is congested then even a handful of extra trips would cause an issue and an assessment would be required. Alternatively, if the road is currently not congested at peak times then it is possible that the extra 40 trips would not cause an issue and hence a formal assessment not be required. Should this be the case, we would suggest that in your submission you provide some evidence i.e. photos/videos during peak hour periods."

As such, the operation of the highway network along Enterprise Way has been reviewed based on observations from site visits undertaken on Thursday 18 April 2024 (Weekday AM Peak) and Tuesday 30 April 2024 (Weekday PM Peak), as set out below. Photographs from the site visits are provided at Appendix D.

7.3 Highway Operation - Enterprise Way

During the site visits undertaken, Enterprise Way was observed to generally operate with minimal congestion and delay during both the Weekday AM and PM peaks.

To the west of the site, where it is considered the majority of trips to/from the hotel will route (see Section 6.3), some queuing was observed during both peaks at the Enterprise Way / Thorley Lane three-arm signalised junction. The queues were observed to clear within each cycle and did not extend to the proposed site access roundabout. Further, the Terminal 2 Roundabout was observed to operate with free-flowing conditions, with minimal queuing observed.

To the east of the site, some queuing was observed at the A555 Ringway Road West / Enterprise Way three-arm signalised junction. The queues did not extend along Enterprise Way to the proposed site access roundabout during the Weekday AM peak but did extend to the roundabout during the Weekday PM peak, although this was infrequent.

Given the above, it is considered that Enterprise Way operates with minimal congestion and delay in the immediate vicinity of the proposed hotel during both peak hours. As set out in the previous section, the proposed hotel is predicted to generate a maximum of 47 two-way vehicle trips in any hour (predicted to occur between 17:00 and 18:00). This equates to one vehicle arrival/departure between approximately every 1 and 1.5 minutes across the hour. Given the highway operation review undertaken, this level of increase is not

considered to be significant and would not represent a material impact on the operation of the local highway network.

Further, it should be noted that whilst some queueing was observed at the A555 Ringway Road West / Enterprise Way three-arm signalised junction, the proposed hotel is not predicted to generate any "new" trips at this junction, and the majority of trips are likely to route via the Terminal 2 Roundabout, which was observed to operate with free-flowing conditions, with minimal queueing.

Given the above, and the scale of the proposed development, it is considered that no detailed junction capacity assessments should be required.

7.4 Summary

This Section has provided a review of the operation of the highway network in the immediate vicinity of the proposed development, following comments received from MCC Highways during the scoping stage that the requirement for detailed junction capacity assessments should be determined based on a review of the operation of the highway network in the immediate vicinity of the proposed development.

The operation of the highway network along Enterprise Way has been reviewed based on observations from site visits undertaken on Thursday 18 April 2024 (Weekday AM Peak) and Tuesday 30 April 2024 (Weekday PM Peak),

Given the review undertaken, the level of increase in traffic along Enterprise Way is not considered to be significant and would not represent a material impact on the operation of the local highway network. As such, and given the scale of the proposed development, it is considered that no detailed junction capacity assessments should be required.

8. Summary and Conclusion

Hydrock Fore has been commissioned by Evans Dakota Hotels Limited to provide transport advice in relation to a forthcoming planning application for the proposed development of a Dakota Luxury Boutique Hotel on land at Manchester Airport.

The proposed development is as follows:

Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.

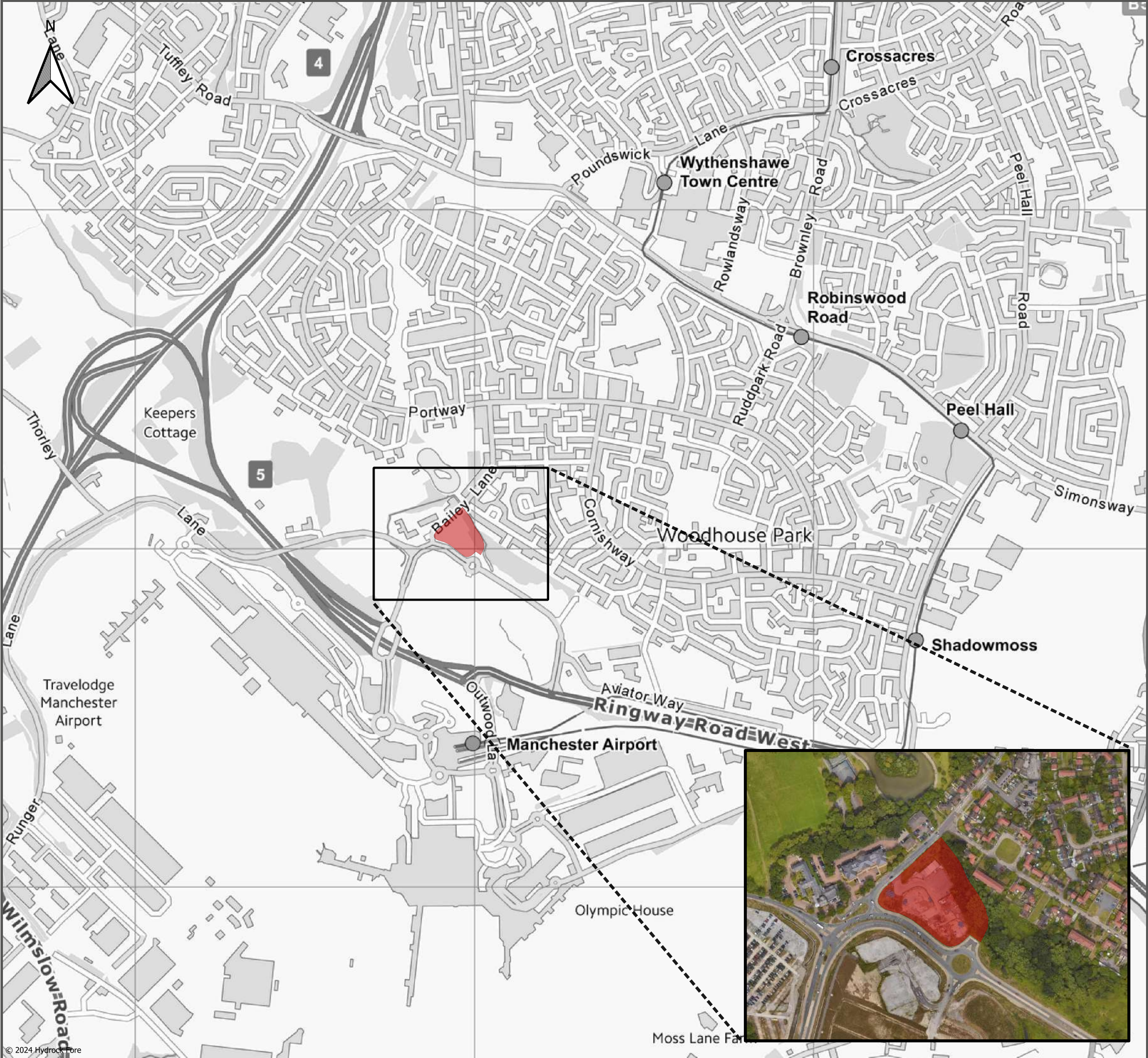
This Transport Assessment has been prepared to provide a robust assessment of the transport implications of the proposed development. And to provide the necessary information to MCC in determining the planning application. This Transport Assessment has been prepared in accordance with the approach set out in the Scoping Note and subsequent Technical Note, with comments received from MCC Highways considered.

It has been demonstrated that:

- » There are opportunities available to access the proposed hotel by sustainable modes of travel including walking, cycling and public transport (bus, tram and rail).
- » A review of the Crashmap website indicates that there have been no collisions recorded in the immediate vicinity of the site during the most recently available five-year period.
- » The proposed development accords with national and local transport policy.
- » Appropriate access can be achieved for all modes of transport.
- » Car and cycle parking is to be provided in line with MCC's prevailing standards,
- » The level of increase in traffic predicted to be generated by the proposed hotel Way is not considered to be significant and would not represent a material impact on the operation of the local highway network. As such, and given the scale of the proposed development, it is considered that no detailed junction capacity assessments should be required.

It is therefore concluded that the development proposal is acceptable from a transport perspective.

Figures



Key:

Indicative Site Boundary

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Hydrock Fore
Suite 18, City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4DP

hydrock.com



Hydrock Fore

Client:
Evans Dakota Hotels Limited

Project:
Proposed Dakota Hotel, Manchester Airport

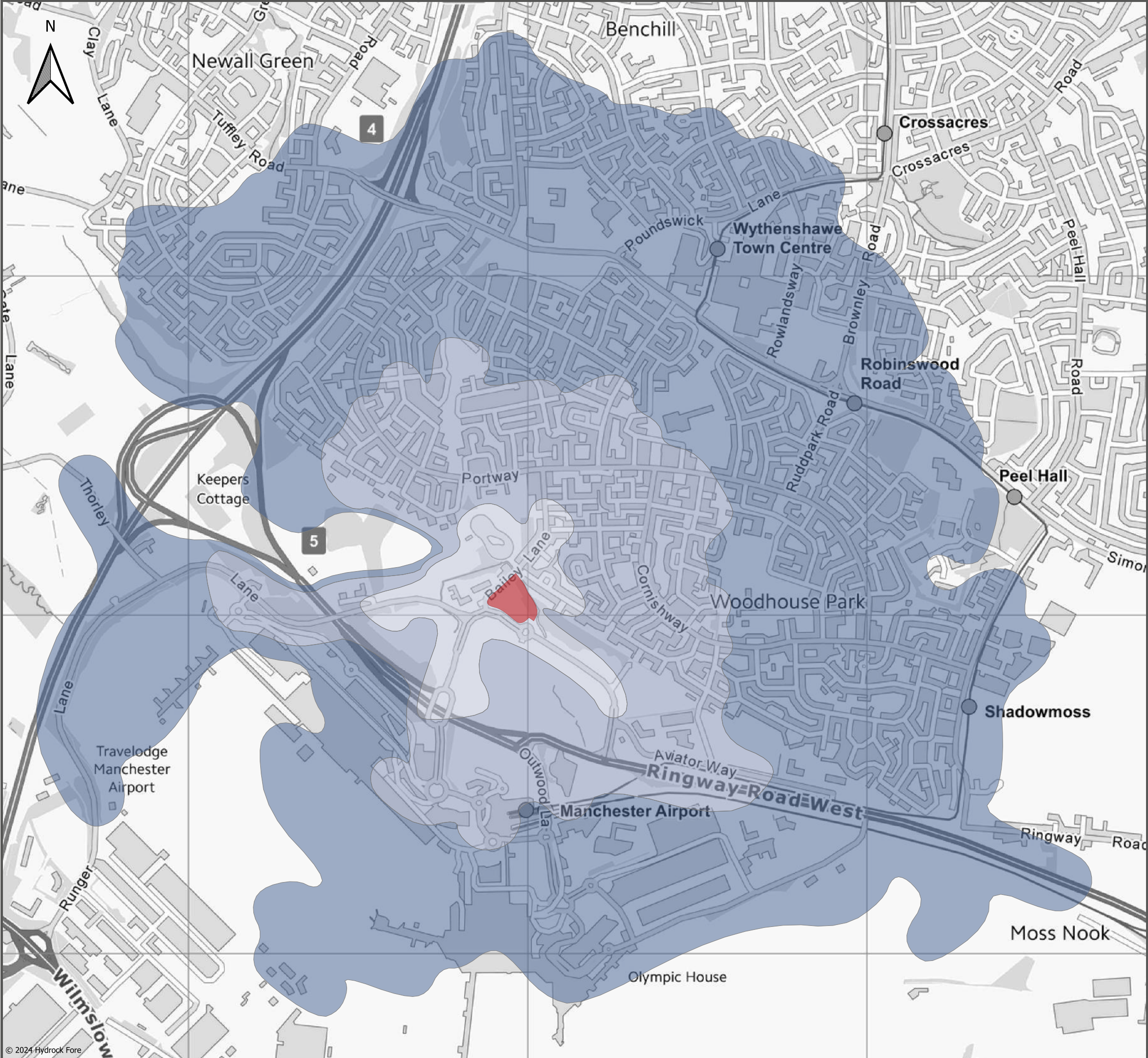
Figure Title:
Site Location

Scale:
1:11,000

Figure Status:
Issue

Job Number:
4131

Figure Number:
Figure 1



Key:

Indicative Site Boundary

Walking Catchment

- 500m
- 1.0km
- 2.0km

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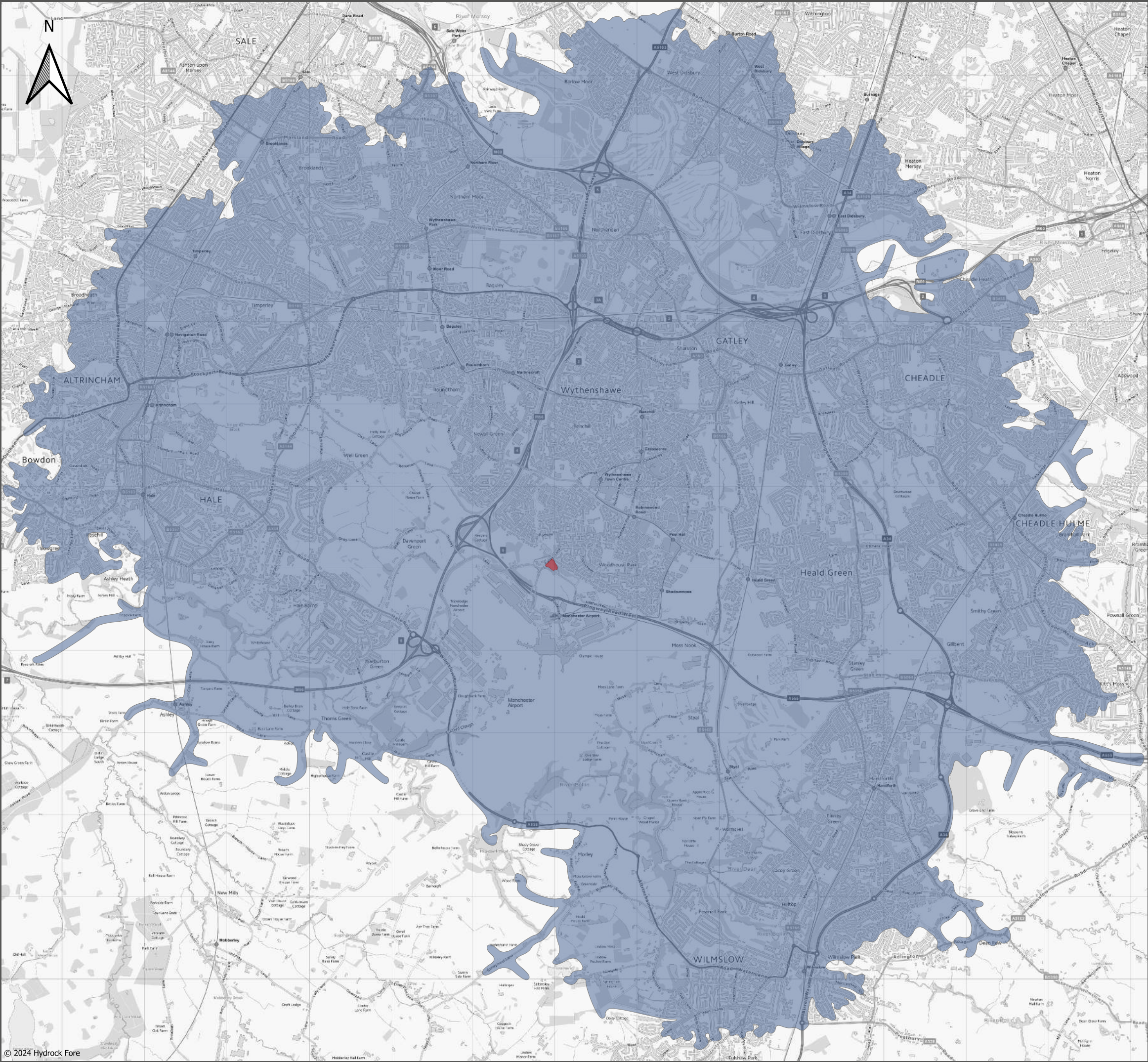
Client:
Evans Dakota Hotels Limited

Project:
Proposed Dakota Hotel, Manchester Airport

Figure Title:
Pedestrian Catchment

Scale: 1:11,000	Figure Status: Issue
Job Number: 4131	Figure Number: Figure 2

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Key:

- Indicative Site Boundary
- Cycling Catchment

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Newcastle upon Tyne
NE1 4DP

hydrock.com



Hydrock Fore

Client:
Evans Dakota Hotels Limited

Project:
Proposed Dakota Hotel, Manchester Airport

Figure Title:
Cycling Catchment

Scale:
1:45,500

Figure Status:
Issue

Job Number:
4131

Figure Number:
Figure 3



- Key:
- Indicative Site Boundary
 - Bus Stop
 - Manchester Airport Station (For Rail, Tram and Bus Services)

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Suite 18, City Quadrant
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Newcastle upon Tyne
NE1 4DP

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Client:
Evans Dakota Hotels Limited

Project:
Proposed Dakota Hotel, Manchester Airport

Figure Title:
Public Transport

Scale:
1:3,000

Figure Status:
Issue

Job Number:
4131

Figure Number:
Figure 4

Drawings

DO NOT SCALE

NOTES

GENERAL NOTES

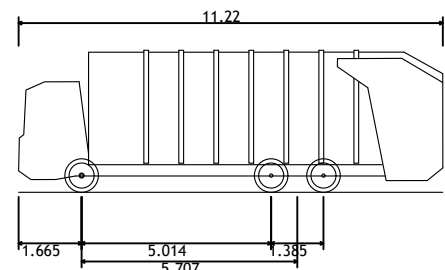
- a. THE INFORMATION USED IN PREPARATION OF THIS AND ALL OTHER FORE CONSULTING DESIGNS AND DRAWINGS IS NOT WARRANTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SURVEY INFORMATION PROVIDED AND REPORT ANY ANOMALIES TO FORE CONSULTING.

DESIGN NOTES

1. SWEPT PATH ANALYSIS PERFORMED USING AUTODESK VEHICLE TRACKING 2023 SOFTWARE.

KEY

- WHEEL TRACK LINES
VEHICLE MOVEMENT ENVELOPE



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

REV	DESCRIPTION	DATE	BY
-----	-------------	------	----

Client:
EVANS DAKOTA HOTELS LIMITED

Project
PROPOSED DAKOTA HOTEL,
MANCHESTER AIRPORT

Drawing Title
SWEPT PATH ANALYSIS - 11.2M REFUSE
COLLECTION VEHICLE

PRELIMINARY

Fore Consulting Limited
Suite 18, City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4BP

0191 255 7778
enquiries@foreconsulting.co.uk

Fore

Drawn by RJ	Checked by PI	Issue Date 30.05.2024	Scale 1:200	Format A1
Job Number 4131	Drawing Number 100-P-001			Revision -

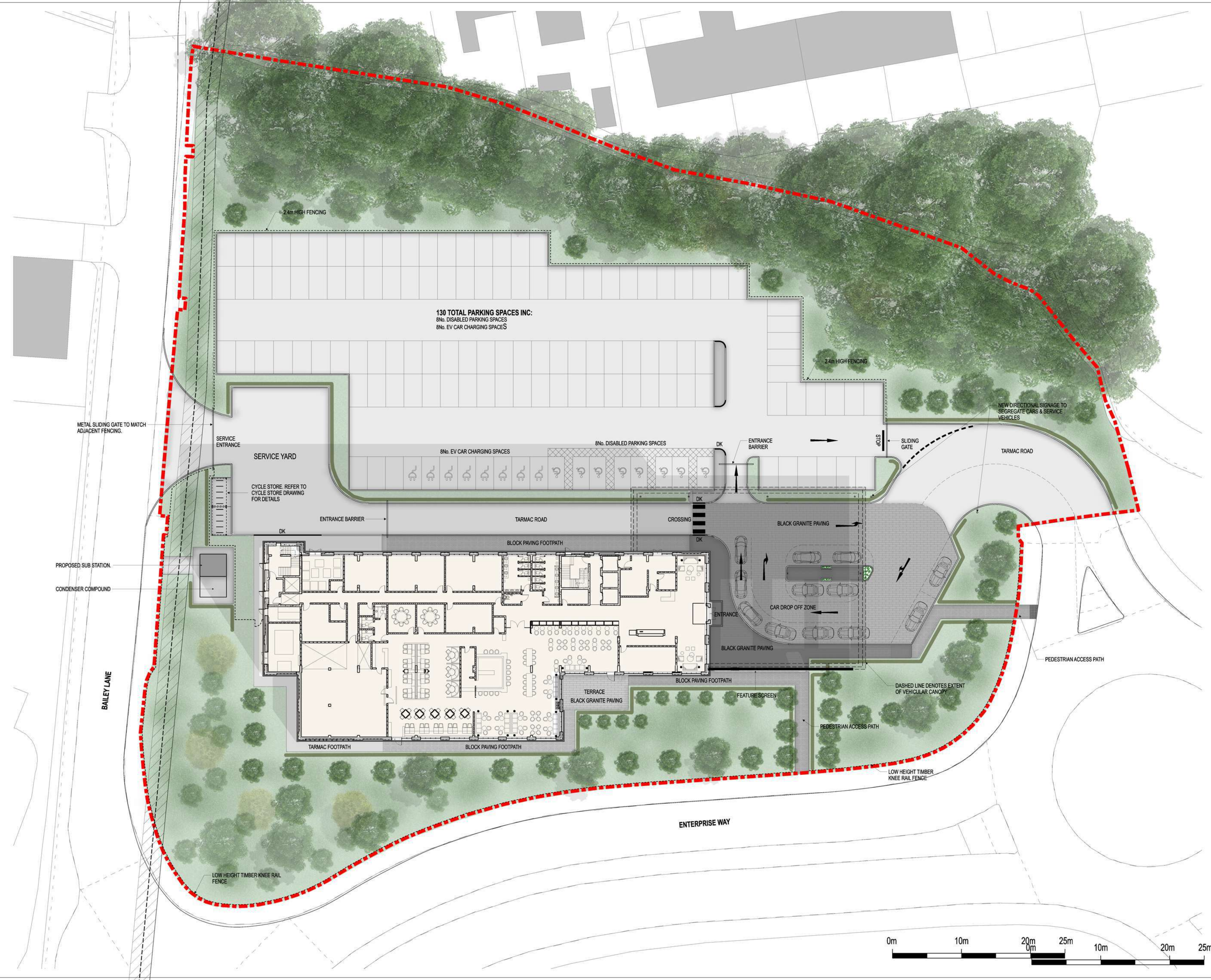
Appendix A

Proposed Site Layout Plan

Notes:
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Do not scale from this drawing. Any discrepancies on site should be brought to the attention of KPP Architects Ltd.
Work and materials must comply with the current building regulations and codes of practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



ALL LANDSCAPING SHOWN INDICATIVE. PLEASE REFER TO PWP REPORTS & DRAWINGS FOR FULL DETAILS.



Rev	Description	By	Chkd	Date

Client: EVANS DAKOTA HOTELS LTD.

Project Title: DAKOTA HOTEL
LAND OFF ENTERPRISE WAY
WYTHENSHAW

PROPOSED SITE PLAN

KPP ARCHITECTS
Lodge House
12 Town Street
Horsforth, Leeds LS184RJ
T : +44 (0) 113 2390480
E : architects@kpp-leeds.co.uk
W : www.kpp-leeds.co.uk

Scale	Size	Date	Drawn	Checked
1:250	A1	MAY '24	JH	.

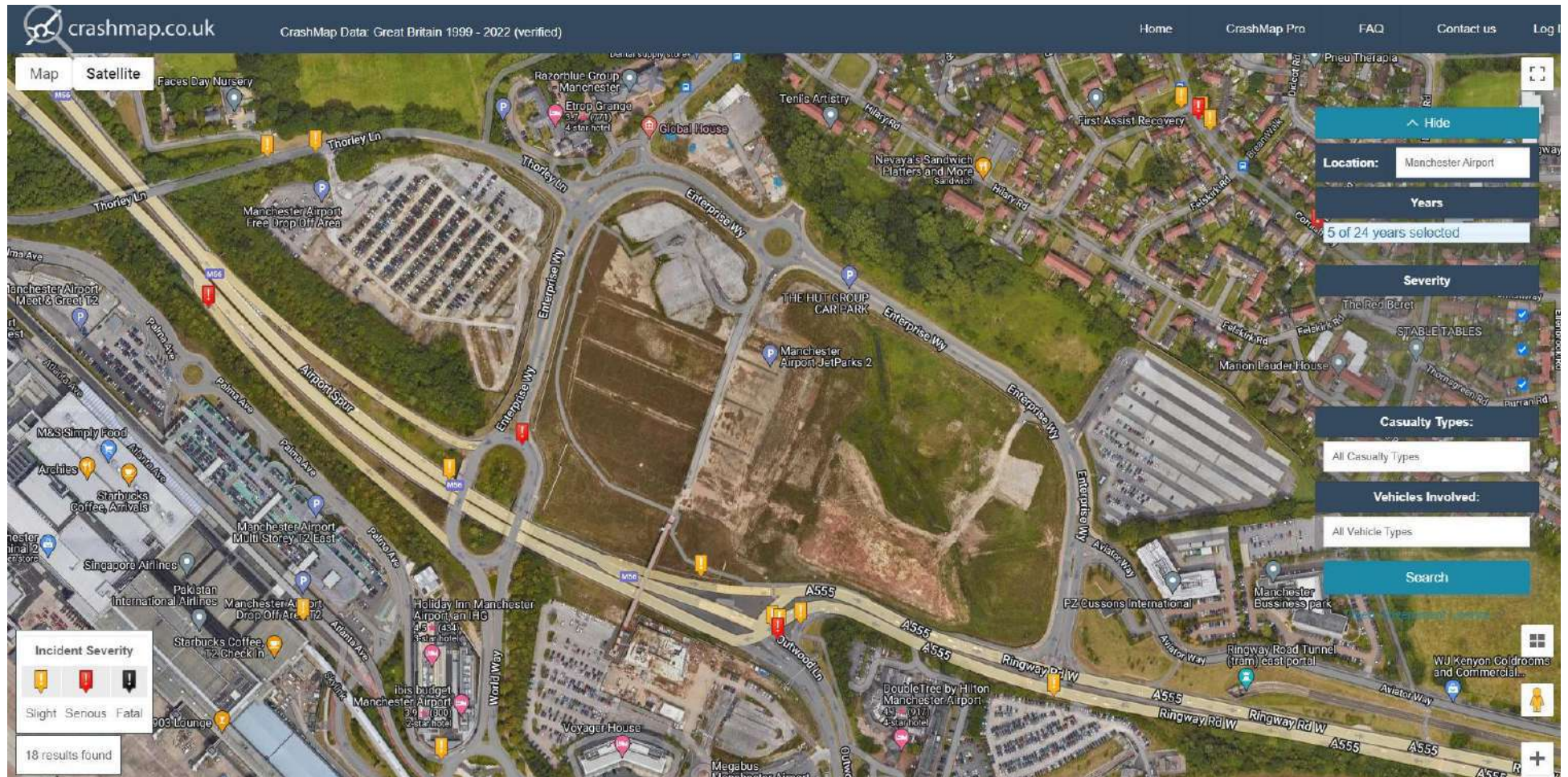
PLANNING

KPP Job No: 2019-08	Rev: P1
Number: 2001	

Appendix B

Crashmap Website Extract

Crashmap Website Extract [CrashMap - UK Road Safety Map](#)



Appendix C

TRICS Output

Calculation Reference: AUDIT-752701-240126-0105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
10	WALES	
	CF CARDIFF	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: Number of bedrooms
 Actual Range: 124 to 157 (units:)
 Range Selected by User: 100 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/11/21

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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	1
Residential Zone	2
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:**Use Class:**

C1	5 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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
125,001 to 250,000	2 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	2 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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-06-A-05	PARK INN BY RADISSON	CARDIFF
	CIRCLE WAY EAST		
	CARDIFF		
	LLANEDEYRN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	132	
	Survey date: WEDNESDAY	21/03/18	Survey Type: MANUAL
2	DS-06-A-04	HOLIDAY INN	DERBYSHIRE
	CARTER LANE EAST		
	SOUTH NORMANTON		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	157	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
3	HC-06-A-08	HOLIDAY INN	HAMPSHIRE
	CARTWRIGHT DRIVE		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:	124	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
4	SG-06-A-02	HOLIDAY INN EXPRESS	SOUTH GLOUCESTERSHIRE
	NEW ROAD		
	BRISTOL		
	STOKE GIFFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	157	
	Survey date: THURSDAY	04/11/21	Survey Type: MANUAL
5	WK-06-A-01	HOLIDAY INN EXPRESS	WARWICKSHIRE
	STRATFORD ROAD		
	WARWICK		
	LONGBRIDGE		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	138	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-06-A-03	Survey undertaken during Covid

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	142	0.044	5	142	0.150	5	142	0.194
08:00 - 09:00	5	142	0.103	5	142	0.188	5	142	0.291
09:00 - 10:00	5	142	0.121	5	142	0.148	5	142	0.269
10:00 - 11:00	5	142	0.086	5	142	0.136	5	142	0.222
11:00 - 12:00	5	142	0.068	5	142	0.119	5	142	0.187
12:00 - 13:00	5	142	0.054	5	142	0.082	5	142	0.136
13:00 - 14:00	5	142	0.106	5	142	0.085	5	142	0.191
14:00 - 15:00	5	142	0.133	5	142	0.092	5	142	0.225
15:00 - 16:00	5	142	0.116	5	142	0.081	5	142	0.197
16:00 - 17:00	5	142	0.129	5	142	0.064	5	142	0.193
17:00 - 18:00	5	142	0.201	5	142	0.107	5	142	0.308
18:00 - 19:00	5	142	0.150	5	142	0.093	5	142	0.243
19:00 - 20:00	5	142	0.102	5	142	0.079	5	142	0.181
20:00 - 21:00	5	142	0.069	5	142	0.045	5	142	0.114
21:00 - 22:00	5	142	0.068	5	142	0.042	5	142	0.110
22:00 - 23:00	1	157	0.000	1	157	0.006	1	157	0.006
23:00 - 24:00	1	157	0.006	1	157	0.000	1	157	0.006
Total Rates:			1.556			1.517			3.073

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:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

124 - 157 (units:)
01/01/15 - 04/11/21
5
0
0
0
1

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.

Appendix D

Site Visit Photographs

Weekday AM Peak: Site Access Roundabout



Weekday AM Peak: Site Access Roundabout



Weekday AM Peak: Site Access Roundabout



Weekday AM Peak: Enterprise Way from Bailey Lane



Weekday AM Peak: Enterprise Way/Thorley Lane – Enterprise Way (South) Queue – End of Red



Weekday AM Peak: Enterprise Way/Thorley Lane – Enterprise Way (South) Queue – Cleared



Weekday AM Peak: Enterprise Way/Thorley Lane – Enterprise Way (North) Queue – End of Red



Weekday AM Peak: Enterprise Way/Thorley Lane – Enterprise Way (North) Queue – Cleared



Weekday AM Peak: Enterprise Way/Thorley Lane – Thorley Lane Queue – End of Red



Weekday AM Peak: Enterprise Way/Thorley Lane – Thorley Lane (Left-Turn) Queue – Cleared



Weekday AM Peak: Terminal 2 Roundabout (Enterprise Way Entry)



Weekday AM Peak: Terminal 2 Roundabout (Enterprise Way Entry)



Weekday AM Peak: Enterprise Way



Weekday AM Peak: Enterprise Way from Aviator Way



Weekday AM Peak: A555 Ringway Road West / Enterprise Way



Weekday AM Peak: A555 Ringway Road West / Enterprise Way



Weekday PM Peak: Site Access Roundabout



Weekday PM Peak: Site Access Roundabout



Weekday PM Peak: Enterprise Way looking east from Site Access Roundabout



Weekday PM Peak: Bailey Lane



Weekday AM Peak: Enterprise Way/Thorley Lane – Enterprise Way (North)



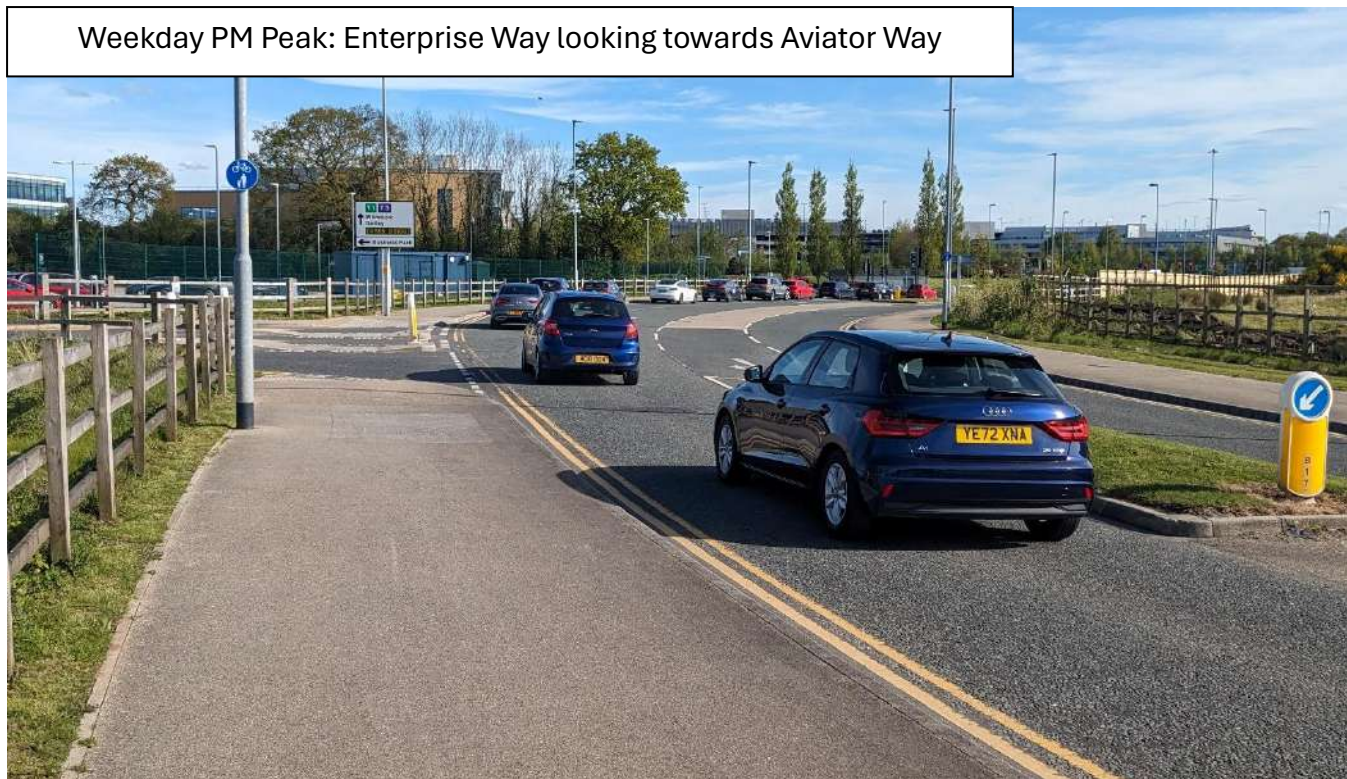
Weekday AM Peak: Enterprise Way/Thorley Lane – Enterprise Way (South) Queue – End of Red



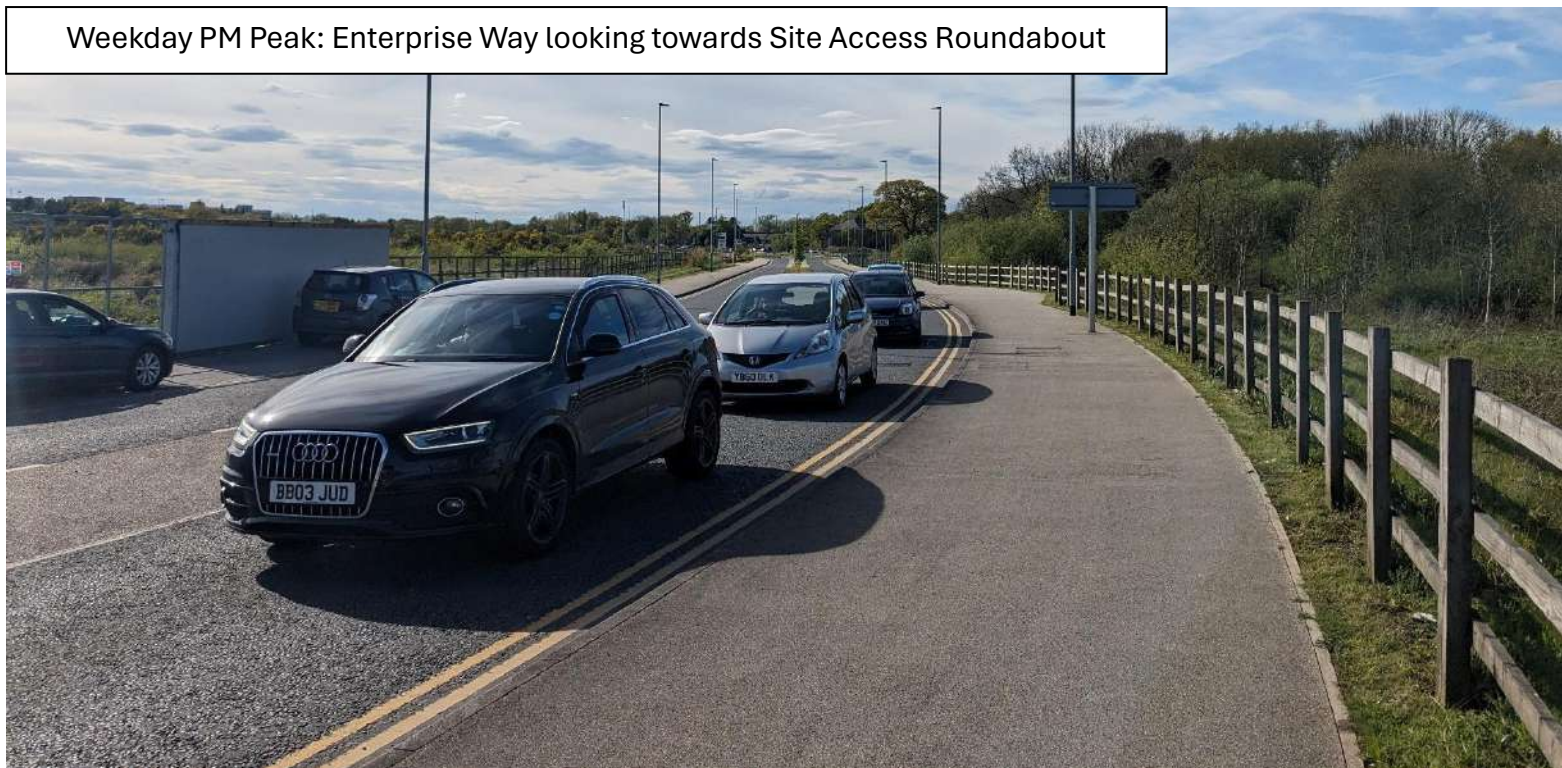
Weekday AM Peak: Enterprise Way/Thorley Lane – Enterprise Way (South) Queue – End of Red



Weekday PM Peak: Enterprise Way looking towards Aviator Way



Weekday PM Peak: Enterprise Way looking towards Site Access Roundabout



Weekday PM Peak: A555 / Enterprise Way (Enterprise Way Queue)



Weekday PM Peak: Enterprise Way looking east toward Site Access Roundabout



Weekday PM Peak: Enterprise Way looking west toward Site Access Roundabout



